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The Literary Digest

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PUBLIC OPINION *New York* combined with *The LITERARY DIGEST*

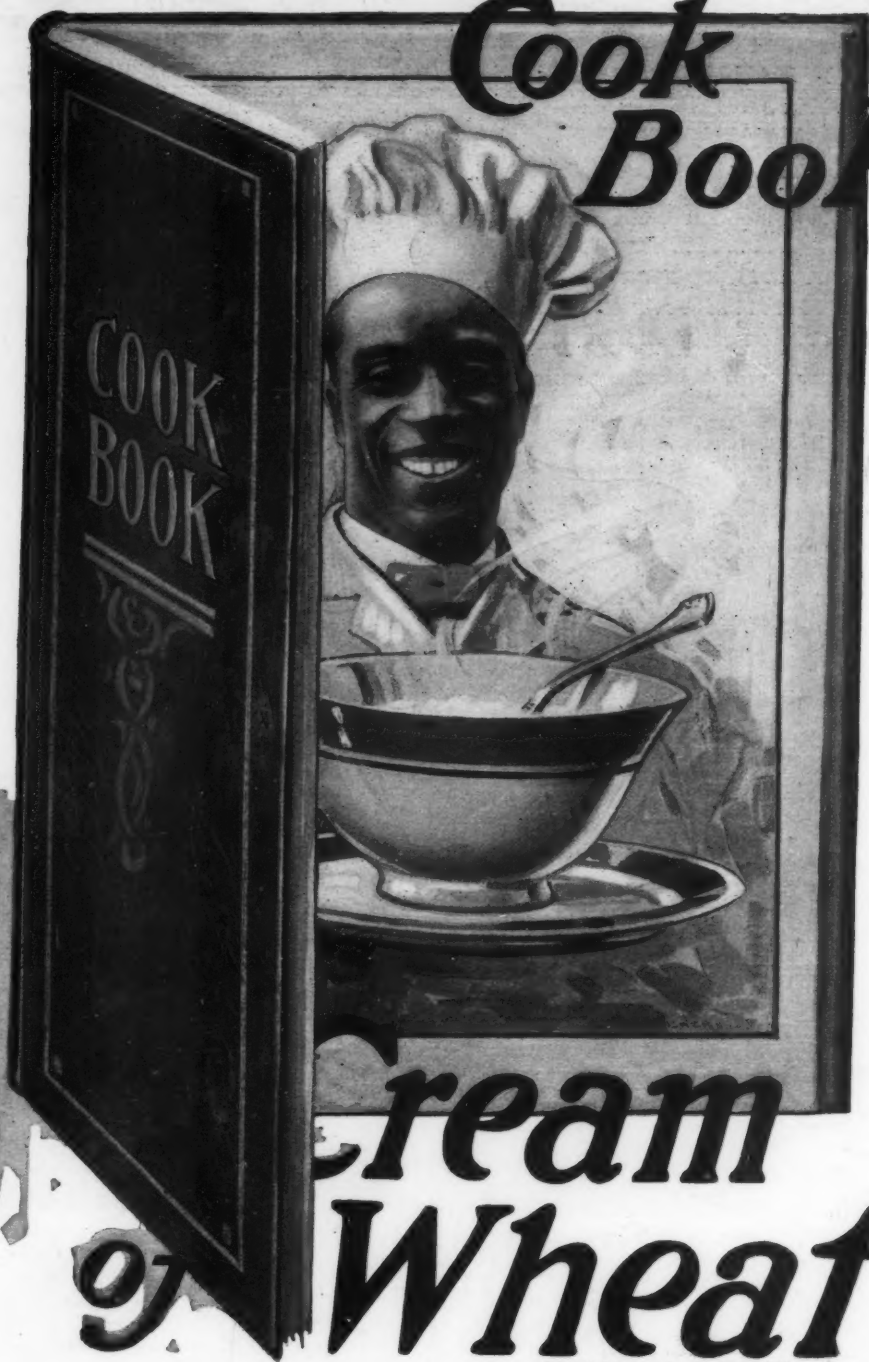
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MAY 25, 1918

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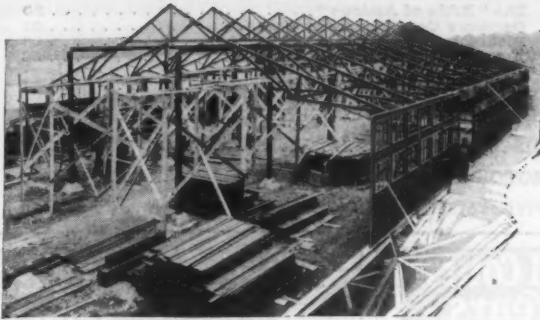
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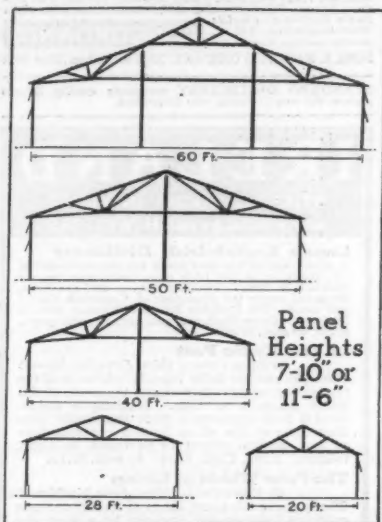
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STOP Careless Spending BEGIN Intelligent Spending

By CHARLES W. HOYT

IN these days it is the duty of every man, woman, and child to stop careless spending of money. It is right to spend money carefully and intelligently, but it is unpatriotic and disloyal to spend one's income on the hit-or-miss plan.

Fifteen years ago, George B. Woolson laid out for his own use a system for keeping a personal and household cash account. Several friends saw it and wanted one for their own use. So he had about a hundred copies printed and ruled. Then he sent out a few hundred circulars, which was the start of the business of George B. Woolson & Company. Since, and up to the beginning of this year, several thousand copies have been sold yearly. For the past ten years there has been practically no advertising. The books have sold because of word-of-mouth advertising or one person recommending it to another. On September 1st last year, there were about 30,000 users of the book in this country.

One day last September a young man walked into my office and asked me to advertise Woolson's Economy Expense Book in his magazine. He said that he had a new reason to offer as to why this should be done. For ten years I had refused such offers, because George B. Woolson & Company had not been able to make money by advertising this book. Almost every attempt to advertise it had resulted in a loss; and they had let the merits of the book sell it.

The young man told me that there was a wonderful opportunity right now to sell a book, which, like the Woolson books, helped people to save money. He said that the opportunity was greater than ever before in the history of this country.

Then he took another position. He even told me that it was my duty, that I owed it to my country, right now when saving and intelligent spending was so important, to advertise Woolson's Economy Expense Book. He said that I was in a position to "do my bit" in just this way. I refused to give him an answer then, but his words and his reasoning stayed with me.

I knew that during the past fifteen years hundreds, yes thousands, of young people, married and single, had been helped in their personal and household financing by Woolson's Economy Expense Book. I had read letters by the hundred, from people who had written in for a second copy, in which they told of the great help that Woolson's Economy Expense Book had been to them. I knew that it was a good thing because I had used

a book in my own family for years. I had presented many copies to young people and knew that it had helped them.

But the facts were that the concern had not made money by advertising. They had long ago decided to stop experimenting on further advertising. In fact, they didn't have enough money to advertise.

But the young man's logic kept coming back into my mind. Finally I yielded, and in one of the November big monthly magazines Woolson's Economy Expense Book was offered for sale. The advertisement sold enough books to more than pay its cost.

Within three weeks after it appeared, I decided that the field really was big; that right now the people needed and wanted such a book; and that there was a possibility of selling it through advertising. I ordered, and committed myself for \$30,000 worth of advertising. Of course I did it expecting to make money, but also because I believed I ought to do all I could, to help people to so handle their personal money affairs that they would be able to help "win the war" with their savings.

And so, over an interval of two months, this \$30,000 was spent. Thousands of books were sold. During January, February and March, George B. Woolson & Company had great trouble, because of the abnormal conditions, to manufacture sufficient quantities of books. But finally, at about April 1st, sufficient books had been made to fill all orders to date.

Every man, every woman, who earns and spends money, should keep an account of it; should be able to tell quickly, at any time, for what the money has been spent. Every family that has an income of even \$1,000 per year, every individual who earns \$800 per year, should run a cash account. If you cannot afford a Woolson system, you should start one that you can afford; but the facts are that nobody earning at least the amounts named can afford not to run a Woolson account.

Three-quarters of the troubles of married life may be traced to an unintelligent use of the family income.

Because I know that there are several million families in this country who will be helped by the use of Woolson's Economy Expense Book, I am again placing orders for advertising, to the extent of a great many thousand dollars. I believe every person who buys this book, and uses it for at least one year, will thank me for bringing its merits to their attention.

Woolson's Economy Expense Book is a handsome, well-made book, bound in flexible fabrikoid leather. In the front of the book is a two-page article entitled "Getting On In The World." This contains many valuable ideas on the subject of proper personal cash accounts. It gives budgets showing the ideas of others as to the proper proportion of one's income to spend for rent or room, food or board, clothing, amusements, insurance, etc. The ideas given in this preface are worth hundreds of dollars to anybody who will read and use them.

Next, there is room for four years accounting. The book is so arranged that you can always tell what every sort of expense has cost you. You can compare similar expenses by weeks, months or years. At the back of the book is a four-years' summary, by the use of which you can see at a glance exactly where your money has gone from year to year. The use of this accounting system will mean thousands of dollars to you in money and much more in peace of mind.

Woolson's Economy Expense Book is also made with the same ruling but without printed headings. In this form it is useful for business, personal, and special purposes. There is a complete description of this style in the back of each personal and household book.

Right now is the time to start—not January 1st, but now when the fate of this Nation depends so much on what its people do with their money.

I have arranged with the publishers so that you need send no money in advance. I want you to see the book first. I want you to have it in your home for five days absolutely on approval. I want you to read it and to consider what it will do for you. At the end of five days you are to remit \$2 or return the book.

Write today for the book. Unless you wish, you need send no cash, but give a business reference. The publisher will send the book (all charges prepaid) at once. Use the coupon or write a letter.

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118-T West 32nd St., New York.

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Name

Address

Business Reference

The Digest School Directory Index

We print below the names and addresses of the schools and colleges whose announcements appear in *The Digest* during May. The May 4th issue contains a descriptive announcement of each school. We suggest that you write for catalogs and special information to any of the institutions listed below, or we will gladly answer your direct inquiry. Latest data procured by one who visits the schools is always on hand. Price, locality, size of school, age of child, are all factors to be considered. Make your inquiry as definite as is possible and receive time-saving information.

School Department of *The Literary Digest*.

GIRLS' SCHOOLS & COLLEGES

CONN. The Campbell School..... Windsor
The Elv School..... Greenwich
Miss Howe & Miss Marot's School.....
Thompson
St. Margaret's School..... Waterbury
D. C. Chevy Chase School..... Washington
Colonial School..... Washington
Fairmont Seminary..... Washington
Gunston Hall..... Washington
Mount Vernon Seminary..... Washington
National Cathedral School..... Washington
National Park Seminary..... Washington
Paul Institute..... Washington
Shorter College..... Rome
GA. Ferry Hall School..... Lake Forest
ILL. Frances Shimer School..... Mount Carroll
Illinois College for Women..... Jacksonville

Rockford College for Women..... Rockford
KY. Science Hill School..... Shelbyville
MD. Girls' Latin School..... Baltimore
Hood College for Women..... Frederick
Maryland College for Women..... Lutherville

MASS. The Misses Allen School..... West Newton
Bradford Academy..... Bradford
Miss Bradford & Miss Kennedy's Sch..... South Hadley
Miss Guild & Miss Evans' Sch. Boston
Lasell Seminary..... Auburndale
Mount Ida School..... Newton
Sea Pines School..... Brewster
Tenacre..... Wellesley
MO. Lindenwood College..... St. Charles
N. H. St. Mary's Diocesan School..... Concord
N. J. Miss Beard's School..... Orange
Dwight School..... Englewood
N. Y. Cathedral School of St. Mary..... Garden City

The Knox School..... Tarrytown
Miss Mason's School..... Tarrytown
Ossining School..... Ossining
Snyder School..... New York City
Wallcourt School..... Aurora
Emma Willard School..... Troy
OHIO Oxford College..... Oxford

PA. The Baldwin School..... Bryn Mawr
Birmingham School..... Birmingham
Miss Cowles' School..... Hollidaysburg
Miss Marshall's School..... Oak Lane
Mary Lyon School..... Swarthmore
R. I. The Lincoln School..... Providence
The Mary C. Wheeler Sch. Providence

S. C. Ashley Hall..... Charleston
TENN. Nashville College..... Nashville
Ward-Belmont..... Nashville
VA. Averett College..... Danville
Mary Baldwin Seminary..... Staunton
Hollins College..... Hollins
Randolph-Macon Institute..... Danville
Randolph-Macon Woman's College..... Lynchburg

Southern College..... Petersburg
Southern Seminary..... Buena Vista
Stuart Hall..... Staunton
Sullins College..... Bristol
Sweet Briar College..... Sweet Briar
Virginia College..... Roanoke
Warrenton Country School..... Warrenton
WIS. Milwaukee-Downer College..... Milwaukee

BOYS' PREPARATORY SCHOOLS

CONN. Loomis Institute..... Windsor
Rumsey Hall..... Cornwall
The Wheeler School..... No. Stonington
D. C. Army & Navy Prep. School..... Washington
St. Albans School..... Washington
ILL. Lake Forest Academy..... Lake Forest
MASS. Chauncy Hall School..... Boston
Wilbraham Academy..... Wilbraham
Williston Seminary..... Easthampton
MINN. Shattuck School..... Fairbault
N. H. Holderness School..... Plymouth
N. J. Peddie Institute..... Hightstown
Princeton Prep. School..... Princeton
Rutgers Prep. School..... New Brunswick
N. Y. Cascadilla School..... Ithaca
Irving School..... Tarrytown
Manlius School..... Manlius
Repton School..... Tarrytown
Stone School..... Cornwall
PA. Kiskiminetas Springs Sch. Saltburg
Mercersburg Academy..... Mercersburg
Swarthmore Prep. School..... Swarthmore
R. I. Moses Brown School..... Providence
VA. Randolph-Macon Academy..... Front Royal

BOYS' MILITARY SCHOOLS

CAL. Hitchcock Mil. Academy..... San Rafael
IND. Culver Military Academy..... Culver
KY. Kentucky Military Institute..... Lyndon
MISS. Gulf Coast Mil. & Nav. Acad. Gulfport
MO. Kemper Military Academy..... Boonville
Westworth Mil. Academy..... Lexington
N. J. Bordertown Military Institute..... Bordertown
Wenonah Military Academy..... Wenonah
N. M. New Mexico Military Institute..... Roswell
N. Y. Peekskill Academy..... Peekskill
S. C. The Citadel..... Charleston
PORTER Military Academy..... Charleston
TENN. Tennessee Military Institute..... Sweetwater
VA. Blackstone Mil. Academy..... Blackstone
Fishburne Mil. School..... Waynesboro
Massanutten Military Academy..... Woodstock
WIS. St. John's Military Academy..... Delafield

CO-EDUCATIONAL SCHOOLS

MASS. Deane Academy..... Franklin
N. Y. Horace Mann School..... New York City
Starkley Seminary..... Lakemont

TECHNICAL SCHOOLS

COLORADO Colorado School of Mines..... Golden
D. C. Bliss Electrical School..... Washington

SCHOOLS FOR STAMMERERS

N. Y. Dr. Bryant's School..... New York City
WIS. N.-W. Sch. for Stammerers..... Milwaukee

PROFESSIONAL & VOCATIONAL

D. C. Wilson-Greene School of Music..... Washington

ILL. American College Physical Education..... Chicago

MASS. Nat'l Sch. Mech. Dentistry..... Chicago
Harvard Dental School..... Boston
New Church Theo. Sch. Cambridge
Sargent Sch. Physical Ed. Cambridge
MO. Morse Sch. of Expression..... St. Louis
N. Y. Ithaca Conservatory of Music..... Ithaca
N. Y. Public Library School..... N. Y. City
N. Y. Homeopathic Med. Col. N. Y. City

N. Y. School of Philanthropy..... N. Y. City
Rochester Athenaeum & Mech. Inst. Rochester
Russell Sage College..... Troy
SKIDMORE Sch. of Arts..... Saratoga Sprgs.
PA. Penn. Acad. of Fine Arts..... Philadelphia

UNIVERSITIES

MASS. University of Massachusetts..... Boston

SUMMER SCHOOLS

CONN. Miss Howe & Miss Marot's School..... Thompson
ILL. University of Chicago..... Chicago
N. Y. Miss Mason's School..... Tarrytown

SUMMER CAMPS FOR GIRLS

MAINE Wyonegonic Camp for Girls.....
MASS. Quanset Camp..... South Harrison
Sea Pines Personality Camp..... Brewster
Mrs. Norman White's Camp..... Orleans
N. H. Camp Allegro..... Silver Lake
Sargent Camp..... Peterboro
N. Y. Camp Winnahkee..... Mallett's Bay
PA. Pine Tree Camp..... Mt. Pocono
Camp Farwell..... Wells River
VT. Tula-Wauket Camp..... Roxbury
Woods Island Camp..... St. Albans
Wynona Camp..... Fairlee

SUMMER CAMPS FOR BOYS

CAN. Camp Vega..... Charleston, Ont.
IND. Interlaken Camp..... Rolling Prairie
MAINE Camp Katahdin..... Harrison
Winnona Camp..... Moose Pond
MICH. Camp Tosebo..... Onokama
MINN. Duluth Boat Club Boys' Camp..... Duluth
N. H. Camp Idlewild..... Lake Winnepesaukee
South Pond Camp..... Fitzwilliam
Thorn Mtn. Tutoring School..... Jackson
Camp Wachusett..... Holderness
N. Y. Camp Champlain..... Mallett's Bay
Ethel Allen Training Camp..... Saugerties
Junior Plattsburg..... Plattsburg
Pok-O'-Moonshine..... Adirondacks
N. C. Laurel Park Camp..... Hendersonville
PA. Dan Beard Summer Sch. Pocono Mtns.
Maplewood Institute..... Concordville
W. VA. Camp Roncverve..... Roncverve

WINGED WORDS

SO OLD HOMER called them long ago, the sparkling phrases that pack a world of thought into a few trenchant syllables; such immortal sentences as "Make the world safe for democracy," or "Government of the people, by the people, for the people."

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WHEN YOU

ARE INTRODUCED TO A GROUP OF PEOPLE

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FUNK & WAGNALLS COMPANY

D. 5-25-18

254-260 Fourth Avenue, New York
Gentlemen—Please send me "Fifteen Thousand Useful Phrases," for which I enclose \$1.75. If not satisfied, I may return it within ten days and you will refund the amount I have paid.

Name.....

Address.....

City.....

In 1917 Johns-Manville say:

"During the current twelve months our requirements have been approximately 65,000 tons of asbestos fibre."



About 1250 A.D.

Marco Polo said:

"A Turke, named Kucifur, told me that a certayne mineral of Earthe was found in a nearby Monteyne. But amounts were so scarce that none but Kings could find the fortunes it cost when spanne into cloth."

*A Few Pounds then for just
one King—now a Hundred Million
Pounds yearly for All Peoples*

MARCO POLO found the Ancients of Tartary bruising small pieces of silky rock-fibre in a brazen mortar. He had stumbled on the crude efforts of ignorance to turn asbestos—the gift of Nature—to the use of rulers of men.

For it was known that such rock, so treated, gave a substance unharmed by fire—which flames served only to bleach and cleanse. So they washed and spun and wove it into cloth. But the labor was so great and the substance so rare that the product was only for kings. As Man's development progressed, new needs for comfort and safety arose. But within asbestos were the properties that met those needs—and many more. So man

delved and found a way to make these uses available and the mines increased in number and production.

Around asbestos a great industry has been built and its wheels kept whirling to meet the public need. Asbestos is unique for it is unaffected by the action of acids and fire, electricity, decay or moisture. So many are its uses that Johns-Manville alone, mine, crush, mould and weave over one hundred million pounds a year into Shingles, Roofings, Brake Linings, Insulations, Packings, Cements, Electrical Devices, Tapes, Clothes, Yarns—hundreds of products that enter every avenue of science and the useful arts.

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JOHNS-MANVILLE Asbestos

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These Autocars are on the go twenty-two hours out of each twenty-four. At night they haul coal from the hopper, dumping a day's supply at each of the twenty-nine kilns; by day the trucks haul away ashes from the kilns and dump them at the river bank.



The short wheel base of the Autocar makes it possible to operate where large trucks are impractical. With the Mount Union Refractories Company and with hundreds of other manufacturers the Autocar is part of the regular plant equipment.



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1½-2 TONS CAPACITY

WRITE FOR THE DESCRIPTIVE AUTOCAR CATALOGUE. IT LISTS SOME 6000 OF THE USERS OF THE AUTOCAR MOTOR TRUCK

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The confidence of this body of truck buyers is expressed by repeat orders—they know that the after-sale service placed at their disposal by the Autocar Company is an all-important factor in the efficiency and economy of their truck operation.

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LVII, No. 8

New York, May 25, 1918

Whole Number 1466

TOPICS - OF - THE - DAY

STRENGTH OF THE OPPOSING ARMIES

THE EXPECTED TERRIFIC ONSLAUGHT, perhaps the greatest of the entire war, against the Allied battle-front in France and Flanders, gives crucial importance to the question of the relative strength of the opposing armies.

Last week's meeting of the Austrian and German Kaisers at the German great headquarters may result in the dispatch of Austro-Hungarian troops to the Western front or to the launching of a new offensive against Italy; and Germany's peace treaty with Roumania may release a few German divisions to participate in the Western drive. But observers agree that there is no reserve of speedily available man-power for the Central Powers to draw upon that can counterbalance the khaki stream now pouring across the Atlantic from the United States. Assuming that Germany will stake everything on a decision before the Americans can arrive in sufficient force to make the odds against her overwhelming, the vital question is: What are the numbers now arrayed on each side, both on the battle-line and in reserve? While no official figures are available in answer, there is a certain amount of agreement among the estimates offered by the military critics. The key-note of General Foch's strategy, as these critics interpret it, is to oppose the masses of men hurled against his lines with the smallest force capable of sustaining the shock, thereby husbanding his reserves for the final decision. For the success of the Allies, says the expert of the *New York Times*, depends on keeping out of the fight as

many divisions as possible, while forcing Germany to throw in as many as possible. According to the same authority, "Germany has now very few reserves, her well has nearly gone dry, and she must win the war with what she already has in

the field." German losses in the great drive, he says, have been variously estimated in figures ranging from 350,000 to 900,000. If we should grant the Kaiser's oratorical claim that "already 600,000 English have been put *hors de combat*," we should have to figure that the German masses thrown upon the Allied guns suffered much more than the defenders, and adopt the higher estimate. The German Army to-day, according to a *Times* correspondent with our force in France, who claims that his figures are authentic, numbers approximately 5,300,000. This, we are told, does not include the Austrian Army, "which, in the calculation of military experts, is a check-off against the Italian Army." More than 3,500,000 of these German soldiers are said to be on the Western front. To quote further:

"When the Kaiser started the war in August, 1914, he had an army of 2,800,000 in actual operation. One year later this army had grown to 4,800,000.

By August, 1916, the German Army numbered 6,800,000. In August, 1917, the approximate size of the German Army was 6,000,000. Now it is about 700,000 fewer than that. The difference between the present size of the Army and that at the high water in August, 1916, is consequently 1,500,000.

"Since August, 1916, recruits have been put in at a rate of



"GOTT."

—Harding in the *Brooklyn Eagle*.

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Published weekly by Funk & Wagnalls Company, 354-360 Fourth Avenue, New York, and Salisbury Square, London, E. C.

Entered as second-class matter, March 5, 1899, at the Post-office at New York, N. Y., under the act of March 3, 1879.

Entered as second-class matter at the Post-office Department, Ottawa, Canada.

600,000 a year, or 900,000 in all. This indicates the German losses since August, 1916, were 2,400,000 men. The German Army's total loss in the war is placed at over 3,000,000."

An even higher estimate of the total losses of the German Army in killed and prisoners since the beginning of the war is



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A LULL IN THE GERMAN OFFENSIVE.

—McCutcheon in the Chicago Tribune.

published in *Das Neue Europa*, by Karl Bleibtreu, a German statistician, who places the figure at 4,456,961. And in the *New York World* we are reminded that "the German Government stopt publishing its casualty lists last June, at which time the dead numbered 1,105,760, prisoners and missing 591,966, and the wounded 2,825,581—a total of 4,523,307."

Strange as it may seem, remarks the military expert of a *New York* paper, our information as to the strength of the Allies in the field is by no means as accurate as our information about the Germans. But according to André Tardieu, French High Commissioner in this country, France had an army of 3,000,000 when the German offensive began in March. It is officially admitted that the United States has more than 500,000 men in France already, and Washington dispatches say that the Administration hopes to make it 2,000,000 by the end of the year. And "through reliable channels" the news comes to Washington, according to *The Star* of that city, that Italy has recently sent nearly as many men to the French front as has this country, and that "her program calls for a duplication in numbers of all men the United States sends abroad." *The Star* goes on to say:

"In other words, by the time the United States has a million men behind the Western front Italy will have a like number. Thus General Foch will have added to his army reserve two million men, minus those he places on the actual fighting front."

Thus, without counting the great English Army, the exact size of which we do not know, the Allies would seem to have in France at this time about 4,000,000 men. Says a correspondent of the *New York Times* with the French armies:

"To one who views the situation dispassionately it seems that the trump cards—i.e., the absence of the surprise element, the failure of the previous effort, German inferiority in man power and artillery, the Allies' undoubted mastery of the air, and unity of command under Foch—are all in the hand of the Allies."

"Yet Hindenburg and Ludendorff are about to take the chance. Why? There is only one answer: Because they can not do otherwise. Despite their victories against the weaker Allies, they have failed to beat down the principal forces of their opponents. Now by dread of the future—which can be spelled in the one word, 'America'—and by difficulties at home, they are

at last forced to make their final throw against odds for defeat or victory."

Addressing a labor meeting in London, Winston Churchill, British Minister of Munitions, made this informing statement:

"In the present battle the Germans are attempting to destroy armies nearly as numerous as their own and quite as well armed."

"Altho the German commanders declare their readiness to sacrifice a million men, or, if need be, a million and a half, the French and British armies will not be overcome. They will maintain a firm front throughout the summer, using their deadly weapons upon the German masses and husbanding their own strength. Meanwhile our kith and kin from the United States are coming to our aid as fast as ships can steam, our Navy is coping with the submarines, and our airmen see mastery of the air in view."

From Washington comes the information that despite the brigading of our troops with those of our Allies, General Pershing will probably soon be commanding an army of Americans, French, and British. In the *New York Tribune* we read:

"As if exemplifying the unity of command and action into which the United States and its cobelligerents have entered, it became known here to-day that whenever American troops predominate in the brigaded divisions as the process goes on, these divisions, under present plans, will be turned over to General Pershing's command."

"This plan would accomplish several things which the military authorities consulting upon it regard as very desirable. It would rapidly increase the size of the American fighting command on the battle-line, it would contribute tremendously to the spirit of unity and concerted effort, and at the same time, instead of holding large numbers of American troops behind the lines while training, would surround them with seasoned veterans and under actual battle conditions school them to be rebrigaded later with fresh American troops coming to France."

But while welcoming these various indications that the odds are now in our favor, we are warned by a high officer of the Allies



THE EYES OF THE DOOMED.

—Bushnell for the Central Press Association.

that "there has been no more insidious propaganda than that which tends to seduce popular opinion in the Entente countries into a false sense of security." And Earl Reading, British High Commissioner to the United States, last week assured a *New York* audience that "the crisis is not passed, and it never will be passed until the victory is won."

GETTING THE FACTS ABOUT AIRCRAFT

WHEN CHARLES E. HUGHES FINISHES with the aircraft muddle, we will know the facts, say editors weary of the delays, grave charges and counter-charges, highly colored promises, and meager performances that have characterized this branch of our war-work. And while Mr. Hughes cooperates with the Attorney-General, at the President's request, in sifting all accusations of wrongdoing heaped upon the men who have been responsible for aircraft production, Senator Chamberlain's Committee on Military Affairs will conduct its own thoroughgoing inquiry into the causes of delay. While the reasons for past failure are thus likely to be revealed to a hitherto somewhat mystified nation, there is hope for the future in the almost daily reports of successful production of planes and motors. So that perhaps by the time we know the worst, it has been suggested, we may be happily surprised by an achievement surpassing our expectations.

The aircraft-scandal pot, which had been simmering for months, boiled over when Mr. Gutzon Borglum, the sculptor, came out with the first assertions of large-scale grafting in the history of our preparations for this war. Mr. Borglum, who has for some time been interested in aeronautics, was given an opportunity by President Wilson to substantiate his suspicions of the inefficiency and mismanagement on the part of those entrusted with carrying out our air-program. He was furnished with several assistants and a desk in the War Department building. He complained, however, to the President that his efforts were being hampered by persons in the War Department. President Wilson eventually found it necessary to remind the sculptor that he was not an "official investigator" for the Government. Mr. Borglum's report was handed in to the President on January 21, 1918, accompanied by a letter in which he told how he had been "able to connect the broken links of a chain of dishonesty and disorder that runs throughout our production department." The nub of Mr. Borglum's charges is that the War Department officials have been hoodwinked by a group of profiteers who have made money at the nation's expense and have delayed the completion of our aircraft-program with great advantage to our enemy. In another letter to the President, Mr. Borglum declares that never in our history "has a group of men been given so completely a nation's resources together with the Administration's and the people's confidence as has the aircraft group, and never has such confidence been more wantonly abused." He continues:

"I refer here to Major-General Squiers, Howard E. Coffin, Colonel Deeds, and Colonel Montgomery. These civilian and military members appear everywhere in the program planned to meet our military needs—and they appear everywhere in the deliberate and elaborate machinery that placed and held the colossal contracts among a few—they appear everywhere in the fine network of falsehood and camouflage, and they include Mr. Baker, as their partner in the common statements to the public—they deliberately lied to you and framed up their statements, particularly their failures, and they directly are responsible for no engines, no planes, no propellers, and our vanished appropriations."

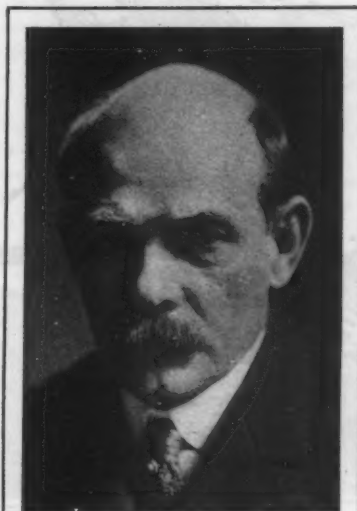
The sensation created by such assertions as these was followed by another, in the shape of the publication of letters and affi-

davits tending to discredit Mr. Borglum, charging, in the words of the Philadelphia *North American*, "that, while engaged upon an aircraft inquiry with authority of the President, he negotiated with a manufacturer for the formation of a company to make machines, alleging that he could gain access to official plans and drawings, and intimating that his influence at the White House would be an asset in the enterprise." Mr. Borglum has denied the whole story as a "frame-up," and "false in every detail." But, he concludes:

"Personally, I am not of the remotest importance in this matter. The nation demands to know why a billion dollars in eleven months has provided us with no planes. Next, it demands to know who is responsible."

Color was lent to Mr. Borglum's charges by a report of the

investigating committee of the Aeronautical Society of America, which asserts among other things that the original aircraft-program was drawn up by men who "knew next to nothing about either the art of flying or the production of flying-machines," and that the productive capacity of the country for aircraft-making "is utilized to probably not more than 5 per cent. because apparently the ability to produce goods urgently needed is by no means a sufficient consideration for securing a contract." The substance of the wholesale accusations made by Mr. Borglum and the others is, according to Mr. Welliver, of the New York *Globe*, that "something like a conspiracy was early organized to create a close control of the whole aircraft business in the hands of a limited group for the purpose of exploitation during and after the war." In a statement explaining the scope of the projected investigation by the Senate Committee on Military Affairs, Senator Chamberlain says that no charges have come to his notice "reflecting either upon General Squier or Admiral Taylor, of the Aircraft Production Board, but some of



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GUTZON BORGLUM.

The sculptor, who has tried to fix the responsibility for the winglessness of the eagle.

those responsible for aircraft-production for the Army have been charged with gross extravagance, and there is little if anything to show, so far as production is concerned, for the immense sums of money that have been spent in the production of aircraft."

While the general belief at Washington, according to the experienced correspondent of the New York *Evening Post*, is that the "exposure" of Borglum "effectually disposes of the wild charges of graft and dishonesty which, by insinuation, Mr. Borglum hurled at officers of the Signal Corps and members of the Aircraft Production Board," many newspaper editors reply that the subject to be investigated is "aircraft, not Borglum," and they insist that there is enough in the charges which have been made against those who have been at the head of aircraft-production to justify a vigorous official inquiry, irrespective of Mr. Borglum's motives or merits. Former Chairman Coffin of the Aircraft Production Board has demanded an inquiry to protect the reputations of the men whose names have now been connected with charges of inefficiency and corruption. And President Wilson's prompt acquiescence, his placing of the whole affair in the hands of the Attorney-General, with Mr. Hughes as his assistant, wins immediate and almost unanimous approval from the press of the country. True, there are papers, like the Detroit *Journal* and Newark *News*, which believe that this is "no time for post-mortems," that it is infinitely more

important to "get behind Ryan" and help him to "make good" in turning out aircraft than to spend time, money, and energy in trying to find out what the trouble has been in the past. But the demand for turning on the light is almost universal. "A wretched failure of guaranteed results there certainly has been," declares the *Milwaukee Sentinel*. The people of this country, insists the *Syracuse Post-Standard*, "are entitled to know the entire ugly story, who failed and why and where." The investigations should be thorough, says the *St. Louis Star*, "because if things are wrong they must be righted, and if they are not wrong the men responsible for what has been done should be cleared of odium." Somebody, insists the *Indianapolis News*, is criminally responsible "for this great waste of money," and "it is almost unthinkable that a sum equal to one-third of the present Liberty Loan should have been flickered away while the Aircraft Board was turning the people's wrath away with soft answers."

The Philadelphia *North American* is one of the many newspapers which complain of the impenetrable "wall of secrecy and misrepresentation surrounding the aircraft project." It points out that various statements by Senators, representatives of the War Department, and supposedly well-informed correspondents have placed the amount already appropriated for aviation at various sums ranging from \$640,000,000 to \$1,109,000,000. The only thing certain, it observes, is that—

"the public does not know within a couple of hundred millions how much money has been expended in making a failure of the program, but does know that another \$1,000,000,000 is asked for the ensuing year. . . . The American people are sick of false promises and alluring deception; what they want is airplanes at the battle-front."

One statement made by a representative of the War Department before the House Committee on Military Affairs, spoke of \$740,000,000 already appropriated, \$307,000,000 actually spent, and additional obligations incurred of \$581,000,000, making an aggregate of \$888,000,000. A correspondent of the *New York Evening Post* notes how the House Committee has learned from the heads of aircraft production that the \$640,000,000 originally voted for aircraft work has not been spent, and that out of this sum—

"the United States has erected all of its aviation training-plants in this country and France; all of the aircraft-production in this country and in England and France, to the credit of this Government, has been paid for out of this fund; all the salaries of the many thousands of men, both officers and privates, is met out of it, and the immense amounts of motors, material, accessories, and supplies bought and contracted for, to say nothing of transportation, will come out of this fund. No small portion of the fund was appropriated for expenditure under the direction of the Army abroad. It is not possible for military reasons to name these figures specifically, but the book record here in Washington shows what has been done."

The same writer adds that "if there has been any graft in working out the details of what has been done, that fact remains to be proved, and the further fact remains that the aircraft program is now going forward as never before."

A British aeronautical expert recently announced in Detroit that his country would soon order 3,000 Liberty motors, to be placed in British machines of the battle type now used on the Western front. The *Scientific American*, after first-hand investigation, declares itself in a position to tell the American public:

"First, that the Liberty motor, as it stands to-day, is a distinct success; secondly, that its production in quantity has commenced and is proceeding at an accelerating rate; thirdly, that these motors are standing up to the government tests, which, by the way, are more severe than those to which the best type of foreign motors are subjected; and lastly, that not only will our aviation service possess the lightest motor for its power, but a more powerful motor than any other in existence to-day."



"WHERE ARE MY WINGS?"

—Evans in the *Baltimore American*.

engines; this adds strength. A Delco ignition system is used. The connecting rods are of the forked or straddle type used on the De Dion and Cadillac cars. Crank-case and crank-shaft are of the standard twelve-cylinder design. The lubrication system is an adaptation of the German practise and is very economical in the use of oil, but is too technical to describe here. The water-pump is an adaptation of the Packard type and the carburetor was developed by the Zenith Company. The bore and stroke of the engine is 5 by 7 inches, as in the Hall-Scott. The idea of the Liberty engine was developed about June 1, and the first twelve-cylinder experimental engine passed a fifty-hour test on August 25, 1917. Leading engine-builders made suggestions for improvements while expert production men were set to work on their end of the program. The engine committee to whom the final development of the Liberty engine is due was made up of technical experts from the Packard, Ford, Cadillac, Lincoln, Marmon, and Trego companies.

Any fear that the publication of these details may be of use to our enemy is dismissed by Mr. Frederick Upham Adams, who tells us in the *New York Times* that the Germans already know all about it. In fact, he says, "German planes have been brought down back of our lines in which improved details of Liberty-motor construction were incorporated in their engines." This writer sees better days ahead under the new aircraft régime. Mr. Ryan's policy will be "to take aviation motors where he can find them," and to "stimulate by all fair means the quantity production in the United States or elsewhere" of any useful domestic or foreign type of motor. Moreover, "there is the highest authority for the statement that the United States Government is now receiving six types of aviation motors exclusive of the Liberty."

WAR-WAGES FOR RAILROAD MEN

WHILE THE WAGE-INCREASE to more than 2,000,000 railway employees of all grades will force up traffic-, freight-, and passenger-rates, various editors approve the action of the Railroad Wage Commission on the basis that the railroad men have been underpaid, especially in view of the diminished purchasing power of the dollar. Others, however, argue that raising wages again raises the cost of living and only aggravates the evil it was meant to cure, burdening those who enjoy no increase along with those who do. The increase from 1 per cent. to the highest- and 43 per cent. to the lowest-paid workers, we read in a Washington dispatch to the *Chicago Tribune*, will involve an outlay of \$300,000,000 on the wage-rate computed from the date of January 1 past. The advances range all the way from \$1 to \$34 a month, it seems, and are added to the amount of pay each employee was receiving on December 31, 1915. The *Chicago Herald* considers the increase "one of the most important episodes in recent history," and the *New York World* notes that while in one way or another the award affects the entire population of the United States, its direct beneficiaries, the working men and their families, are estimated at 8,000,000. The most surprising feature of the report of the Wage Commission is the statement that 51 per cent. of these railroad employees have been receiving less than \$75 per month and 80 per cent. less than \$100 a month. Hundreds of thousands have been paid less than \$60 a month, and *The World* remarks that for an industry lavish enough in some of its branches, such figures must be regarded as wholly inadequate.

Even the most careless reader of the Wage Commission report, says the *Detroit News*, must realize that the increases are justified, and even if they mean increased tariffs, "there is no feeling that under cover of a wage-raise the railroads are going to put a lot of money into their own pockets." It is taken for granted that "no one is going to be cheated while the Government runs the roads and that better pay will give us the better service needed to help win the war." To quote from the report:

"It is hardly realized that the roads themselves have in two years, 1916 and 1917, increased wages approximately \$350,000,000 per year, if applied to the present number of their employees.

"But these advances were not in any way uniform, either as to employments, or as to amounts, or as to roads, so that one class of labor benefited much more than another on the same road, and as between roads there was the greatest divergence. The situation had been dealt with as pressure made necessary, and naturally those who, by organization or through force of competition, could exert most pressure fared best. Things came to a head just before the Government took over the railroads. Another three months of private management and we would have seen much more extensive concessions in wages, or there would have followed an unfortunate series of labor disturbances. The Government, therefore, has now to meet what would have come about in the natural course.

"Indeed, the impatience of the men was only allayed, after government intervention, by the assurance that the matter of wages would be promptly taken up and that the awarded increases would be retroactive as of January 1 of this year."

The report is of "wider range, more thorough in detail, and of clearer wisdom than anything of the kind" that the *New York Sun* can recall, and it is of importance not only because of the huge sum to be distributed among two million employees and the heavy increase in traffic rates to meet the increase, but because of the effect it must have upon the adjustments and readjustments of wages wherever labor is employed. This journal adds:

"This prodigious sum of \$300,000,000 is not going where big wage-increases usually go—to the strong labor organizations, to the men of the higher pay in their fields, to those who already have. On the contrary, the bulk of this \$300,000,000 is going, as it ought to go, to the little fellows who, truth to tell, have been no less cold-bloodedly neglected by the employer than selfishly sacrificed by organized labor."

An increase of at least 25 per cent. in freight- and passenger-rates will be necessary this year, we learn from Washington dispatches, to meet the higher costs of fuel, wages, equipment, and other operating expenses now set as between \$600,000,000 and \$750,000,000 more than last year. As indicative of the attitude of those journals which approve the advance in rates, we have the remark of the *New York Times* that there will be opposition of course, but if there were to be delay until there was no opposition, there never would be an advance, and it says:

"It will be better for the country because it will be better for the railways. Without efficient railways there is ahead embarrassment both for domestic trade and foreign war. No starved horse ever drew a heavy load, and the railways are a starved horse with a very heavy load."

Rather sarcastically the *Baltimore News* calls the wage-increase a "bonus of \$300,000,000 a year," which may be "imperatively necessary," but "can not fail to create uneasiness among the owners of the properties and anxiety among all citizens who look to the future beyond the war." The new burden must be added to the existing difficulty of figuring profits, and managers and the public have "forced upon them a disturbing question as to what shape the roads will be in when they are restored to their owners to 'stand alone,' as it were, to carry on business upon their own resources." Adverting to the Wage Commission's statement that the dollar has shrunk to "a shocking extent" in the last two years, *The News* remarks:

"We wonder if the Commission gave any attention to the effect of wage-increases upon this decline. It might be worth while for the members and Mr. McAdoo to examine as to whether plentiful money did not mean cheap money, and cheap money dear commodities."

The *Idaho Statesman* notes the charge that the wage-increase was granted because of "political motives," which brings to mind "gossip" in some quarters that the Director-General of Railroads is "playing politics" for the nomination for the Presidency. On this point we have the positive testimony of Secretary McAdoo in a speech made at Houston, Texas, on April 15, when an enthusiastic chairman introduced him as the coming President, and in disclaimer Mr. McAdoo said to his audience:

"But, ladies and gentlemen, this war can not be won unless there is at this time developed in America more than it has already been developed that unity of purpose that comes from the subordination of every personal and private interest, the squaring of every individual action with the noble standard of a perfectly selfless Americanism. It is no time for politics, it is no time for personal ambitions—and that impels me to refer to the suggestion your chairman made in introducing me.

"He mentioned my name in connection with the most exalted office in the gift of the American people. I have a keen sense of humor and I take that humorously, but for fear that the chairman was not altogether humorous, I want to allude to it because it illustrates what I have in mind.

"I would have infinite contempt for the man who in this great time sought to take advantage of any phase or aspect of this war to promote a personal ambition. I have no ambition for public office. I want nothing from my fellow countrymen except the opportunity to do this job with all my power and capacity and then go back to private life. I am proud to say that I have three sons in the Navy of the United States. I am in no different category from thousands of American fathers and thousands of American mothers who in this great time are making the supremest sacrifice that any man or woman can make, aside from dying themselves upon the battle-field—I am giving all my sons to my country. How can any man want anything in this time except to serve with all his might and main and give his very blood, in addition, if he can shorten this war and save the life of some American boy?

"I speak feelingly about this, my fellow countrymen, because I can not serve you as I want to serve you if my motives are ever suspected or if it ever should be supposed that I had a personal end in view. I must have your confidence and I must have the confidence of the American people if I am to do this job thoroughly; and if I have it, I want to keep it. I can not keep it and I would not deserve to if I have any selfish purpose to serve. In

my humble judgment, as things stand to-day and as they may stand in 1920, there is only one man in America who deserves the great and exalted office of the Presidency, and he is holding that office now."

MR. HEARST'S LOYALTY

WHEN AN EX-PRESIDENT of the United States says that the powerful Hearst newspapers have been "dangerous to this country," and "helpful to Germany," the question raised is one of such vital concern to the American people as may be judged when we are told that more than two-and-a-half million of them read those papers every day. Not only is the Hearst press an influence molding and coloring public opinion at this critical time, but the public welfare is still more involved when we remember that Mr. Hearst himself is talked of as a probable nominee for the Governorship of New York, and even as a candidate for the Presidency. How seriously this is regarded by one city of New York State is seen in the action taken, after Colonel Roosevelt's attack, by the Mount Vernon Board of Aldermen, who have voted to bar the New York American and Evening Journal from circulation, distribution, or sale in that city for the duration of the war.

Challenged by Postmaster-General Burleson to make specific his charge that the Administration had failed to discipline "various powerful newspapers which opposed the war, or attacked our Allies, or directly or indirectly aided Germany against this country," Colonel Roosevelt replied that the "prime example of failure by the Administration to proceed against really hostile and damaging utterance" was afforded by "a failure to deal with Mr. Hearst's papers as it has dealt with certain other papers." The Colonel points out that the success of the Hearst propaganda would have defeated England and France and left us to fight Germany alone. As quoted in the New York Times he goes on to say:

"At the very beginning of the war the Government proceeded successfully against Tom Watson's publication in Georgia. Yet Tom Watson had done nothing that was anything like as dangerous to this country and our Allies and as helpful to Germany as Mr. Hearst had done.

"It is interesting to remember that the Administration had full warning about Hearst's probable attitude by his previous editorials attacking Germany's foes and defending Germany. I have before me at the moment a copy of the New York American editorial of June 6, 1915, signed by Mr. Hearst himself, saying that we have no right to ask Germany to refrain from submarine warfare against the commerce of her enemies, and that the Lusitania was an English vessel and was properly a spoil of war, and that its destruction by the German submarine was in accordance with the authorized and accepted rules of warfare.

"After we went into the war, on April 11, 1917, Mr. Hearst wrote: 'Stripping our country of men, money, and food is a dangerous policy. Our earnest suggestion to the Congress is that it imperatively refuse to permit the further draining of our food-supplies and our military supplies to Europe.'

"This, of course, was equivalent to a demand that after going to war we should turn around and help Germany more than if we had continued to remain neutral. On April 24, 1917, the New York American said: 'The painful truth is that we are being practically used as a mere reinforcement of England's warfare and England's future aggrandizement.' This, of course, was an effort against our ally and an effort to pander to anti-English prejudice in the interest of our foes, and nothing else. On May 17 it advocated our spending all our money on preparing our Army and Navy here at home 'and so compelling Germany, if she wants to fight, to come to us,' which was, of course, equivalent to answering that we would render no aid

to defeat Germany until she had defeated our Allies and was prepared to attack us single-handed.

"On May 25 the same paper said of the efforts to float the Liberty Loan: 'If you want our food and wealth sent abroad to help suffering England, buy a Liberty Bond, furnish the sinews of war.' In view of Hearst's continued effort to excite hatred between the United States and England, the implication of this sentence can not be mistaken. In the very next sentence he subtly attempts to appeal to all men with a feeling of affection for Germany by intimating that whoever purchased a Liberty Bond desired to see Germany not merely defeated but 'dismembered.' On July 27 the New York American spoke of our soldiers being sent over 'to be offered up in bloody sacrifice to the ambition of contending nations on foreign battlefields.' On November 22 it spoke of our 'interfering in Europe's quarrel.' It is absolutely impossible to reconcile the Government's action in proceeding against Tom Watson's paper with its failure to proceed against Mr. Hearst's papers on any theory that justice was to be done alike to the strong and to the weak."

The New York American
The New York Evening Journal
The Chicago Herald and Examiner
The Chicago American
The Boston Advertiser
The Boston American
The Atlanta Georgian
The Atlanta American
The San Francisco Examiner
The Los Angeles Examiner

MR. HEARST'S MOUTHPIECES.

These ten papers are said to have an average daily circulation of more than 2,500,000. Until April 21 of this year Mr. Hearst also published the German-language *Deutsches Journal*, of New York, now discontinued. Mr. Hearst also owns seven magazines with a monthly circulation of over 2,000,000. These are *The Cosmopolitan*, *Good Housekeeping*, *Harper's Bazar*, *Hearst's Motor*, *Motor Boating*, and *Puck*.

Colonel Roosevelt reminds us that Great Britain and France barred the Hearst newspapers from circulation in their mails and the Hearst correspondents from access to their cables. He notes that "since we entered the war Mr. Hearst has at various times issued editorials professing great patriotic zeal, at the very time when in other editorials he was attacking the Allies of America, England and Japan, in the most offensive way, and thereby doing his best to weaken the effect of our war against Germany."

Such action the Colonel characterizes as "mere camouflage"; and he reminds us that "at this moment in France the *Bonnet Rouge* is being tried for treason, altho in

every issue it was blatant with pretense of patriotism." To quote the indictment further:

"By turning to the New York Tribune of May 8, 1918, Postmaster-General Burleson will find an ardent tribute made by the former German correspondent of the *Kölnische Zeitung* to Mr. Hearst, and Mr. Hearst's editor-in-chief, Arthur Brisbane, for having been 'auxiliaries of valued influence' to Germany, especially because of 'the editorials in the Hearst newspapers.' I commend this to Mr. Burleson and also to his Cabinet associate, Mr. Daniels, in view of their recent telegrams of congratulations to Mr. Brisbane, these telegrams having been published in Mr. Hearst's paper, *The Evening Journal*. Mr. Burleson says of Mr. Hearst's *alter ego* that he congratulates the people of Chicago because they are to have the benefit of Mr. Brisbane's 'able and unselfish efforts for justice and freedom and true democratic government.' And Mr. Daniels goes Mr. Burleson one better in expressing the belief that Mr. Brisbane will preach patriotism and civic righteousness.

"The quotations above given deprive Mr. Burleson, and the Administration of which he is part, of any shred of justification in this matter. I have a good deal more to say, especially about one or two English and German newspapers in the West, which Mr. Burleson left unmolested at the very time of the action of his department against *The Metropolitan*; it will be said in my letter to the Senator for permanent record."

Colonel Roosevelt's answer to the Postmaster-General's challenge, says the New York Evening Post, "has great force." And the New York World describes as "substantially correct" the charge that Mr. Hearst professes great patriotic zeal in certain editorials while in others he attacks the allies of America, England and Japan, "in the most offensive way." The New York Tribune, which has repeatedly and persistently impugned Mr. Hearst's loyalty, wonders at his "singular and sinister immaturity," and remarks that "if the Government thinks Hearstism is loyalty, all the rest of us want to know it."

Some of his critics have said that Mr. Hearst "hates England more than he loves America." A year ago THE LITERARY

DIGEST published an article called "Treasure's Twilight Zone," in which we discuss the aid and comfort given to the enemy by those papers which attempt to confuse the minds of the American people about our motives in entering the war, and to implant seeds of suspicion and distrust concerning our Allies; and we asked our readers to clip and send us editorial utterances of this kind. In response many of our readers, especially on the Pacific Coast, called our attention to the Hearst publications.

Mr. Hearst remarks editorially that "Mr. Roosevelt's attempted reflections upon the Hearst publications are unimportant"; and he affirms that "whatever criticism the Hearst publications indulged in was constructive criticism, founded upon established fact, not upon manufactured falsehood, and intended for the information and assistance of the Administration and not for its discomfiture and destruction." He concludes a bitter counter-attack upon the Colonel with these words:

"As Mr. Roosevelt and his unfounded allegations were overwhelmingly repudiated in the New York City election, and as Mr. Asquith and his unfounded allegations were overwhelmingly repudiated in the House of Commons, so Mr. Roosevelt and every political and public traitor should be overwhelmingly repudiated whenever such a one sets himself disloyally against his constituted leaders and against the best interests of his country for the meanest of all motives, petty jealousy and personal gain."

In a later editorial, urging us to stand behind the President in order that "victory may establish democratic ideals forever," the *New York American* apparently undertakes to define the present attitude of the Hearst press:

"That victory will come to our arms we do not doubt. Every analysis of the military situation in Europe shows that Germany is bound to lose, that victory is sure to come to the Allies and to us.

"And it is an inspiring thought that the victory will be due to our powerful reinforcement of the Allies. . . .

"For a time all of us saw, as through a glass darkly, the confusing elements of the mighty drama which was being played upon the world's great stage. And, indeed, there was no other way to see. . . .

"And if all of us did not see as clearly as he saw at that time, yet all of us came to see before many days that the President's vision was the far-seeing vision, and that it was, indeed, Armageddon to whose red field he was summoning the might of a free people. . . .

"The man who hunts up grounds of quarrel now with his fellow Americans on account of disagreements of opinion or of mistakes in policy in the confused period of our neutrality is not a good patriot, is not actuated by patriotic motives, and most assuredly is not doing our country any good."

A Washington correspondent of the *New York American* quotes Senators Reed, of Missouri, Lewis, of Illinois, and Hoke Smith, of Georgia, in defense of Mr. Hearst's loyalty. Senator Reed's defense takes the form of an attack on Colonel Roosevelt. Senator Lewis says that "the Hearst papers have been giving a valued and devoted service to America in support of the war. They have done so at the expense of great loss of a certain following." And Senator Smith is quoted as follows:

"However much Mr. Roosevelt may desire to criticize any earlier publications of *The American*, any one who has watched the paper for months past must concede that it has given most loyal support to all war-measures and to the Administration. All must agree that Mr. Hearst has on every occasion shown himself to be intensely American in his views."

AMERICA FOR LLOYD GEORGE

WE HAVE A VITAL INTEREST, of course, in having the very best and most efficient government in every country aiding in the defeat of Germany, so that in a sense the politics of Great Britain and France become our own concern. If, then, Americans could elect a Prime Minister of Great Britain it would seem from an examination of our organs of public opinion that this country would undoubtedly vote to keep Mr. Lloyd George in office. We find the conviction

expressed in our press again and again that when the House of Commons sustained the Government by a vote of 293 to 106, it was more than a mere ministerial victory, it was a victory for the United States, for the Allied cause, for democracy. Mr. Lloyd George, whose personality and career have always appealed to Americans, has won new friends in this country, as various papers phrase it, by his "splendid enthusiasm for the Allied cause," by his "will to win," by the enemies he has made in Berlin and among the "defeatists," pacifists, and "torries" in Allied countries. His retention of power in Britain seems then to our press like the winning of a great battle, because, as a writer in the *New York Tribune* puts it, "the world knows, with Lloyd George in the saddle, Britain will never make a German peace." The *Springfield Republican* voices the thoughts of more than a few American journals when it observes that Lloyd George "seems on this side of the ocean to embody more than any other British statesman the assurance we need and demand concerning the tenacity and inflexible resolution of the British people never to submit to the will of Germany." The final test of the British Prime Minister's standing in this country is, *The Republican* continues, "specific and very much to the point"—

"In the American mind he stands for the unified control of the Allied armies in

Europe. His opponents in British politics attacked his act in helping to establish the Versailles War Council, and we know that he antagonized the British high military command in advocating 'the single front.' . . .

"It little concerns us, therefore, whether the Premier has been invariably accurate in his public statements regarding the military situation. Even the terrible defeat of the British 5th army in Picardy does not necessarily condemn his administration in our eyes. What matters now is that Mr. George instantly utilized that defeat by joining President Wilson in bringing unity of command into effect, and thus came the elevation of Foch. A British Premier capable of that in the greatest crisis of the war deserves another lease of life."

It was the United States, the *Philadelphia Inquirer* reminds us, "that insisted upon coordination upon the battle-front," that strenuously urged the necessity of concentrating military authority "so that the armies could be used interchangeably." "Americans who are loyally supporting the centralized control which has now been evolved, who have put their soldiers under General Foch's orders" will be thankful indeed, the *Boston Transcript* most emphatically declares, "that there is no longer any wrangling as to whether this force shall be here and that force there, no longer any pulling and hauling and hanging back, no longer any Mauriceism and Asquithism, but that the win-the-war party is definitely and, let us hope, once for all in the saddle in England." One inevitable result of the overthrow of the Lloyd George ministry, in the opinion of the *New York Times*, would have been a feeling of doubt as to how



HE DEFIED LLOYD GEORGE

By charging the Prime Minister with untruth. But Lloyd George showed that General Maurice's own department had furnished the figures, and the General's army career is ended.

far unification of the Allied armies would be permitted to go, and how long it would be allowed to last, and the effect of this on the military operations would have been to create irresolution and uncertainty. According to an Associated Press dispatch from Washington, Allied leaders interpret the success of the British Prime Minister as meaning that "unity of command has been established on the West front, beyond possibility of change."

Even those who have seen much in Lloyd George's career to criticize welcome his retention in office on the ground that he appears to be, in the words of the Indianapolis *Star*, "the best man for the job." "Whatever his personal defects, however tortuous his politics," the New York *Evening Post* admits that "he is a great outstanding figure, representing far more efficiency than did Mr. Asquith." This country, the Philadelphia *Public Ledger* asserts, fully appreciates "the value of a human dynamo like Lloyd George to the cause of the Allies." Lloyd George's continuance in office "will hearten all those who feel that the only business of importance is that of defeating Germany," says the Indianapolis *News*, and the Pittsburgh *Chronicle-Telegraph* points out that it is, on the other hand, "bad news for Berlin that Lloyd George has been sustained, that the policy of 'the knock-out blow' has been vindicated." Had the present British Ministry been upset "it might have endangered the whole Allied cause," the New Haven *Register* fears, for—

"The Ministry now in power has shown that it is not to be deceived by bogus peace offers; that it has set its face firmly against the insidious and specious reasonings and arguments of the pacifists. Had Lloyd George gone out of the Ministry, regardless of who was chosen to succeed him, there would have inevitably been uncertainty, if not distrust, as to the conduct of the war and of negotiations which might come later."

One reason why Lloyd George's vindication will be especially welcome to the people of the United States, according to the Philadelphia *Record*, is the fact that he has always appealed strongly to them "as an exponent of advanced democracy." The New York *Globe* is one of many papers which like Lloyd George because they see "the stuff of democracy, of sympathy

with the supreme objects of the war, and the essential honesty" in the man. The one hundred and six anti-Lloyd George votes in the House of Commons represent, according to *The Globe*, "the peace-by-surrender pacifists, plus the Lansdowne pacifists, who fear for the privileges of their caste if the war continues and Prussian junkerism is extinguished, plus the Bolshevik pacifists, who think they can talk cannon into silence, plus the pro-Germans of Great Britain; who are seeking to serve the Kaiser." This being a war for democracy, *The Globe* insists that the peace must not be a junker one, and the thought that Mr. Lloyd George might have been followed as Prime Minister by Lord Milner, his Conservative Secretary of State for War, is most unwelcome. But the more obvious alternative to Lloyd George was Mr. Asquith. Of him *The Globe* remarks: "To what degree Asquith has been caught by the defeatists is not clear, but obviously in view of his pacifist support he is less to be trusted than Lloyd George." Other papers are even more openly critical of the former Prime Minister. "A trade of the Lloyd George régime for the comparatively weak and insufficient Asquith policies of the first year of the war" would, the Minneapolis *Tribune* asserts, "be regarded with serious apprehension both in France and America as well as in Britain." The return of Mr. Asquith supported by Lord Lansdowne and by Mr. Arthur Henderson would, writes Mr. Frank H. Simonds in the New York *Tribune*, "unmistakably shake the confidence of a portion of the American and of the French people," and would create "in this country something of the consternation which would in England follow the return to office of Mr. Bryan." The Chicago *Evening Post* reminds us how a Labor member of the House interrupted Mr. Asquith with a cry, "Get on with the war!" That cry has become the Lloyd George Government's slogan, says the Chicago editor, who continues:

"The faults of Lloyd George are obvious to his countrymen, but they are faults more tolerable than are those of Asquith. Under the latter they had always the sense of drifting, whither no one knew. Under Lloyd George there is a feeling of marching, and, even tho the road be perilous, that is a better feeling for national morale in war-time."

TOPICS IN BRIEF

THE lepers of Molokai bought \$5,000 worth of Liberty Bonds, wishing to guard against the possibility of having to associate with Germans.—Louisville *Courier-Journal*.

GERMAN Army is frantically eager to get out of the low, damp valley it is in—you see, the German soldiers are now wearing paper pants.—Chicago *Daily News*.

AN American newspaper man in France has been made a Chevalier of the Legion of Honor. The office carries no salary.—Dallas *News*.

SOME idea of how Finland's "independence" is turning out may be formed from the information that a Prussian duke is running for king on the Hohenzollern ticket.—Kansas City *Star*.

IF Messrs. Willard and Fulton can't find any place to fight in this country, they might be reminded that there are no laws restricting fighting in Flanders and Picardy.—Nashville *Southern Lumberman*.

THOSE young bloods who kick about the Government taking over the entire output of their favorite brand of cigaret have a way of obtaining a practically unlimited supply if they care to make the plunge.—Philadelphia *Inquirer*.

PROF. WILLIAM HERBERT HOBBS blames the intellectuals of Allied countries for not having duly warned the people of the German menace. As a matter of fact such warnings were sounded, but coming from the intellectuals no one paid any attention to them.—San Francisco *Chronicle*.

ROUMANIA now knows exactly how an ink-spot feels when the blotting-paper is applied.—Chicago *Evening Post*.

IF the Germans captured Kemmel Hill in order to secure an observation-point, they should take a good look while the looking is good.—New Orleans *Item*.

WHAT with the food and care and amusements and hospitals supplied to our soldiers, this would really be a pretty good war if it wasn't for the Germans.—New York *Tribune*.

SPEAKING of faint praise, Jimham Lewis refers to Woodrow Wilson as "the greatest benefactor of humanity New Jersey ever sent to mankind."—Buffalo *Express*.

ANOTHER British failure! Ring joy-bells in Berlin! They've blocked up Ostend Harbor And now they can't get in!—Brooklyn *Eagle*.

KAISER WILHELM has accepted the crowns of Livonia, Esthonia, Lithuania, and Courland. Also the half-crowns, florins, pfennigs, centimes, and copecs, in all probability.—Pittsburg *Post*.

SOME particularly diabolical form of punishment will probably be devised for Prince Lichnowsky, who has been detected red-handed in the act of telling the truth.—Nashville *Southern Lumberman*.

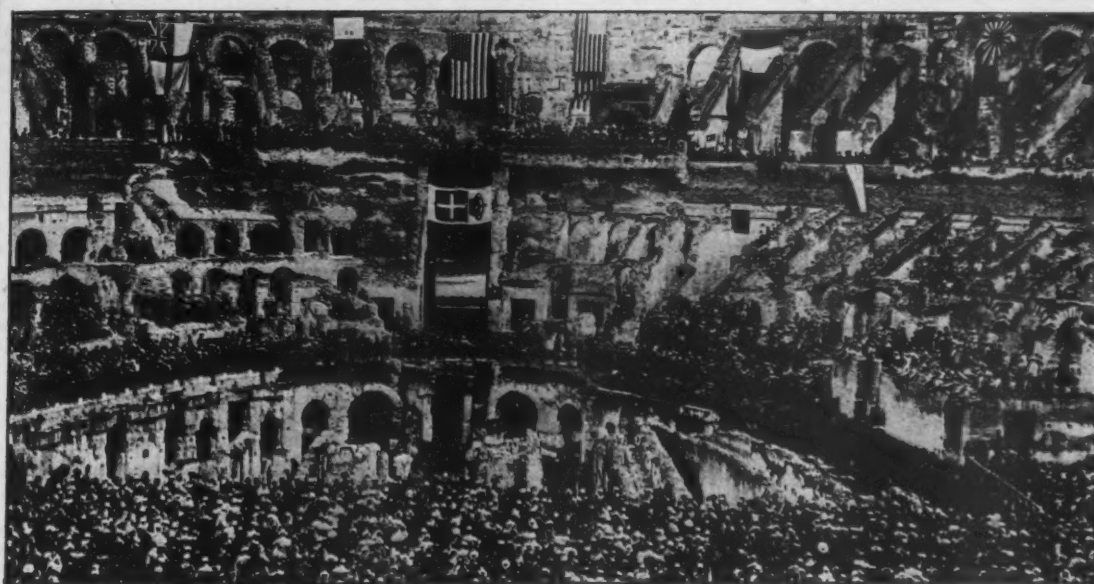
ENGLISH will have no near competitors among languages after the war, for while we are obliterating the German language over here our boys doubtless are murdering the French language over there.—Caruthersville *Democrat*.



HIS PREDICAMENT.

—Orr in the Chicago Tribune.

FOREIGN - COMMENT



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"OLD GLORY" IN THE COLISEUM WHILE ROME CELEBRATES THE ANNIVERSARY OF OUR ENTERING THE WAR.

THE DEATH-RATTLE OF THE DUAL MONARCHY

AUSTRIA IS NOW GERMANY'S VASSAL through the convention that Kaiser Karl has concluded with Kaiser Wilhelm, and the reported offer of all Poland, that Austria is to receive for binding herself to the German chariot, adds more fuel to the internal political bonfire that may at any moment burst into flames. The Poles, the Bohemians the Moravians, the Slovaks, and especially the Southern Slavs, have fairly taken the political bit between their teeth, and the openly expressed determination to secure national independence for themselves may disrupt the Dual Monarchy. The German papers in Austria are very apprehensive, and the *Gräzer Tagespost*, for example, tells us that "the south is in flames," and that the Jugo-Slavs, under the leadership of Dr. Korochetz and Bishop Jeglitch, are conducting a "blatantly aggressive agitation for independence":

"All the Slovene counties of the south have been won by this agitation. The leaders are the Austrian Slovenes and the Servians, who, in spite of their differences of religion, agree in their desire for a single Jugo-Slav State. . . . In addition to the agitation in representative bodies, there is an insidious propaganda from man to man, from woman to woman, and even from child to child. At church, and at school, the creed of the Jugo-Slav State is taught and the credulous populace swear by its principles. The whole south is full of this madness. The movement to-day is in full bloom and shows its character more and more clearly, which is quite irreconcilable with loyalty to the crown of Austria and the crown of Hungary."

In the *Slovenec*, the organ of Dr. Jeglitch, the Prince-Bishop of Laibach, we find that Jugo-Slav leader saying:

"Never has our national idea been so strong—it is the principal motive in all public life. It has swept over our lands like a flood, reached the most remote village, and fired the heart of every Jugo-Slav. It is so because we have realized that we do not fear the struggle. Every day we encourage our depu-

ties in Vienna: 'Do not yield a step. We are with you to the last man.'"

In Vienna itself we find the moderate *Neue Freie Presse* quite awake to the gravity of the situation:

"No Austrian reform of any kind but the transformation of the entire Monarchy from the foundations up is what the Jugo-Slavs and the Bohemians want, and they count upon the Poles to assist them. The Southern Slavs are quite aware of the difficulties of the situation and they are under no delusions as to the hindrances and the opposition which they are going to meet from the Germans and the Hungarians.

"For ourselves, we are convinced that this is not the time to approach the solution of the nationalistic problems of the Monarchy with any prospect of success. However, if a Constitutional Committee should discuss it without consulting the Bohemians, the Poles, and the Southern Slavs, it would only be wasting its time and would rather increase than remove the difficulties of the whole problem."

How bold the Jugo-Slavs have grown can be seen from the speech of Dr. Anton Tresić-Pavičić in the Austrian Reichsrath the day before its dissolution. According to the *Agram Obzor*, Dr. Tresić-Pavičić thus address the chamber:

"The Bohemians, the Slovenes, and the Southern Slavs are nations; they know what they want, and they know exactly what they can do.

"No diplomatic intrigues and no German threats can frighten these nations into striking out one jot from their national programs. We Southern Slavs demand national union and absolute independence. We will not be satisfied with crumbs. I tell Baron Burian quite frankly that he can not play nation against nation. In the question of national unity and liberty there is no difference whatever between the Slovene, the Croat, and the Servian. We want and will have unity among all the Southern Slavs. The hard school of war has opened the eyes even of the Jugo-Slav Moslems. The Southern Slavs, despite their three different names and religions, have been united by

the war and know the real meaning of German haughtiness, and they prefer death rather than a continuance of the present state of affairs."

With all the "subject-race deputies" making speeches like this, parliamentary government in Austria became an impossibility as the anti-Teutonic parties made common cause against the hitherto dominant Germanic faction, and the Vienna papers report that Dr. Seidler, the Austrian Premier, was left without support. The Emperor Karl, we are told, dissolved the Reichsrath, and autocratic rule is the order of the day. There has been, too, a nervous reaction in Germany, where, for example, we find the Vienna correspondent of the *Frankfurter Zeitung* writing upon the parliamentary situation:

"The present state of things satisfies nobody. The Government, which with great difficulty secured its position for four months; has not gained in authority, and Parliament itself has lost in prestige. Yet nobody can indicate the road which will lead out of this untenable situation. Parliament is suffering from organic disease because it is incapable of forming any majority which can govern until the non-Socialist opposition parties have found their way back to the State. They can not find this way back so long as they reckon on foreign help to revolutionize the State according to their ideas.

"As long as part of the Austrian peoples expects more from President Wilson and Lloyd George than from their own Government, an agreement is out of the question between them and the peoples who remain loyal to the State. So it is the same in politics as in the food question. One must live from day to day and from hand to mouth and await the end of the war which will clear up the great question of the constitution of the Empire."

Both from a military and from a political point of view the situation in the Dual Monarchy is exciting the greatest apprehensions in Germany. The *Kreuzzeitung* makes a desperate endeavor to explain away the disappointment caused by Austria's military collapse:

"If Austria-Hungary leaves the present military tasks to the German Empire, this is in consequence of a friendly understanding. There is no cause whatever for any sensitiveness on our part. The abstention of Austro-Hungarian troops from the new campaign is indeed in strict accordance with the policy which we have repeatedly recommended as being in the interest of good allied relations. That is, military operations where aims essentially German are being pursued must be exclusively our affair, in order that the impression may not arise in Austria-Hungary that her Army is fighting for foreign objects."

It is hinted that Germany would not be displeased to see the Slavs of Austria-Hungary break up into small and easily dominated states, for then she could annex the solidly German portion of Austria. The press have asserted in the most categorical manner that Wilhelmstrasse has given the Ballplatz the strongest possible hint to get busy and mend or end the Jugo-Slav question in quick time. And while the official *Norddeutsche*

Allgemeine Zeitung denies that Germany is interfering in the internal affairs of the Dual Monarchy, the Berlin *Deutsche Tageszeitung* insists that Germany is strongly opposing any tendency on the part of Austria to hold the allegiance of the Southern Slavs by granting them a measure of autonomy. The *Deutsche Tageszeitung* writes:

It is quite true that this is an internal affair of Austria's. But it is also true that it passes out of the sphere of internal political relations when the connection between Austria-Hungary and Germany is considered. The creation of the new State in the Dual Monarchy, allied until now with Germany, whose relations to Vienna and Berlin would certainly be dubious, can not be a matter of indifference to us. Neither can we be indifferent to such a loss of strength to our ally and her Army. Or is it, we would ask, merely an Austrian internal affair that a new and strong Jugo-Slav barrier is to be erected along the Adriatic?"

Turning to the opposition papers in the Dual Monarchy, we find strong confirmation when the powerful *Slovenski Narod* says:

"Government circles in Vienna are feverishly preparing a plan for the reform of the constitution. Among the deputies of the Reichsrath it is freely stated that Germany insists on a speedy settlement of the Jugo-Slav question and that the German Government has also given 'certain advice' on this subject. The German official *Norddeutsche Allgemeine Zeitung* contradicts this, pointing out that Germany still follows Bismarck's principle of not interfering in the internal questions of the Austro-Hungarian Monarchy. We know from the most trustworthy sources that Berlin takes a most lively interest in the settlement of this question. German statesmen consider that Jugo-Slav disaffection is the chief

political problem of the Austro-Hungarian Monarchy, and contradictions by the *Norddeutsche Allgemeine Zeitung* can not alter the fact that Berlin has actually advised Austrian statesmen to settle the Southern Slav question in the promptest way possible. Berlin's recommendations are not merely academic, but they contain certain concrete proposals which go much further than Dr. Seidler with his national autonomy within the frontiers of the crown."

Dr. R. W. Seton Watson, the authority on Central Europe, writing in the London *Contemporary Review*, believes that Austria, and perhaps Hungary, may ultimately become Federal states of the German Empire:

"We have at last reached a situation where one of the two dominant races, the Germans of Austria, finding that the machine of state has broken down and that the only alternatives to the present situation are federalism or disruption, is coming to the conclusion that even from its own selfish point of view the latter is preferable, since it would unite them to the German Empire and rescue them from the position of a minority in a mainly Slav State. The same calculation will weigh with the Magyars, who, rather than submit to a definite collapse of the German hegemony in Austria, would, as no less eminent a statesman than Count Andrássy has publicly hinted within the last few months, prefer complete severance between Austria and Hungary, in the calculation that in an independent Hungary the Magyars could still hold their own by means of a close alliance with the German Empire."



THE AUSTRIAN FERMENT.

[“Control of popular unrest in Austria becomes increasingly difficult.”
—Daily paper.]

KAISER BILL—“Shove like mad, Karl! Remember Nicky! We mustn't let our skeleton get out of the cupboard, as Russia did.”

—London Opinion.

TITLES TO GO IN CANADA

AGGRESSIVELY DEMOCRATIC, Canada has taken a "no aristocracy" stand and is vigorously protesting that she wants no more hereditary titles conferred upon her sons. From the discussion in the Canadian papers we gather that while most Canadians are agreed that the ennobled Canadians are "mighty fine fellows," some apprehension is felt about their sons, while "heaven alone knows what the crop of grandsons will be like." No great opposition is expressed to those titles such as knighthood confers, which are purely personal and cease with the death of the holder. It is the hereditary principle which is opposed. As Sir Robert Borden's memorial to the Home Government expressed it—he protested against "a system which would indefinitely perpetuate arbitrarily for some members of the community a titular distinction or status of honor, and, on the other hand, to imply a position of special, tho ill-defined, prestige, to which there is not and can not be assigned any obligation or function in the activities of Canadian national life." The *Toronto Saturday Night* remarks:

"The hereditary title is to go into the discard so far as Canada is concerned if the will of the people as represented by the House of Commons prevails. Since the decision of the Cabinet to control title-giving is backed by an overwhelming body of Canadian public sentiment, it is not probable that the British Government will refuse the request and insist on scattering hereditary honors over a land where they are unwelcome. *Saturday Night* is entitled to take a moiety of credit to itself for helping to crystallize public sentiment on this particular question, for it has always strenuously opposed the bestowal of hereditary titles on Canadian citizens as an exotic and unhealthy growth; and has also criticized the reckless creation of ordinary knighthoods, based solely on the magnitude of the recipient's bank account.

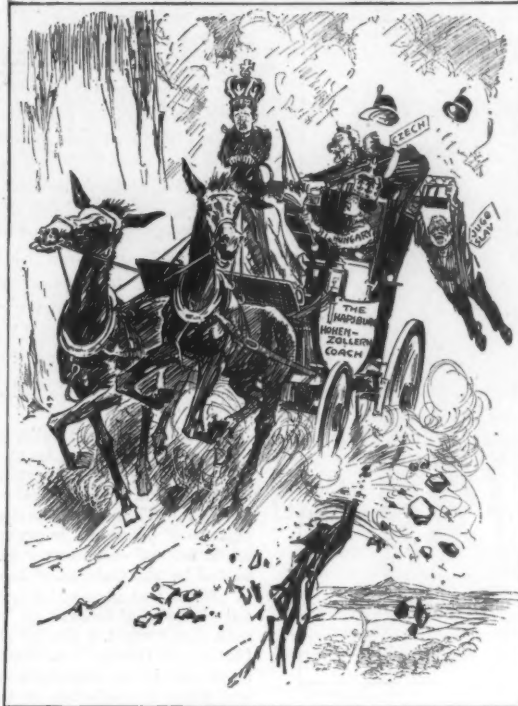
"Many knighthoods have been bestowed *honoris causa*, to which no exception could be taken, but many more have tended merely to excite resentment and ridicule. Until lately, however, the public as a whole has treated the question lightly and shrugged its shoulders, until the danger of a titular hereditary aristocracy, based on purely commercial success, became apparent."

Canada recognizes that however much the King of England may be the "fount of honor" in theory, the Prime Minister has most to say about it, and in these matters—say the Canadian papers—the Canadian and not the English Prime Minister should have the last word. The *Saturday Night* proceeds:

"Whether the Prime Minister will be successful in inducing the Crown to denaturize existing hereditary titles by providing that they shall be canceled on the deaths of the present holders is doubtful, but it is an effort that deserves to succeed. Already the kudos has been taken out of them by the action of the Government, which will be a permanent record of both official and private opinion.

"The request that the Dominion Cabinet should have the right of revising all lists of titles, except those granted for military service in this war, is both reasonable and necessary.

There is good reason to believe that a little group of Canadians of both sexes, resident in London, England, have made a business of wire-pulling for titles for themselves and their friends, and they are more than suspected of meddling in military honors also. Their activities must have been a source of embarrassment to the Borden Administration, which naturally is blamed by people who do not understand how many wheels within wheels have been worked in connection with titular honors. The Prime Minister no doubt desired to put a curb on the machinations of this group with which he must be familiar."



THE RAMSHACKLE COACH.

THE UNWILLING PASSENGERS (to Karl)—"Look here! We've gone far enough along this precipice. You've got to stop!"

—*Passing Show* (London).

Pitt did not object to the proposal in principle, but the spirit of the age was already too democratic to make it feasible. Meanwhile, one branch of the hereditary aristocracy at home still takes its style from North-American territory, the Baronets of Nova Scotia having been instituted by Charles I. with a view to promote the colonization of that Province."

THOSE NAUGHTY GRETCHENS—Women, even the miraculous German superwomen, are incorrigible. The German Government has just discovered, to its horror, that Gretchen, in common with all the daughters of Eve, is not insensible to the charms of a well-favored man, and, if given the opportunity, even she is disposed to flirt. The *Frankfurter Zeitung* indignantly writes:

"Female inhabitants of houses adjacent to camps of officer prisoners of war have repeatedly attempted to enter into communication with the imprisoned officers, and even to throw them things. Thanks, however, to the sharp lookout kept by the authorities, the attempts in each case were frustrated. The guilty persons, who belong to all classes of society, and are of various ages, were discovered.

"While the police authorities have hitherto considered sharp reprimands as sufficient warnings, in the belief that such unconsidered acts were due to a foolish desire for sensation, in future such conduct will be visited by very severe legal penalties and public exposure. These penalties will furthermore be imposed without discrimination on all who may render themselves guilty of such lack of self-respect."

BRITAIN'S UNSHAKABLE PREMIER

THE HIGH EXPLOSIVE SHELL which Major-General Maurice aimed at Britain's Premier turned out to be a dud after all; there was a lot of smoke and noise, but no harm was done. In fact, the British papers tell us that Lloyd George is now more firmly seated in the saddle than ever. In brief, General Maurice charged the Premier with deliberate false statements on matters connected with the war, and when



PRIVILEGED DISLOYALTY.

FIRST TRAITOR—"How are we to push our propaganda past the censor?"

SECOND TRAITOR—"Nothing easier. Get the right kind of questions asked in Parliament; there's nobody to stop them from being published."

—Punch (London).

Despite the censor, English pacifists give "aid and comfort to the enemy" by asking inconvenient questions and raising debates in the House of Commons. The debate on General Maurice's charges has been thus described in the press.

Lloyd George took up the challenge in the House of Commons, it was found that the material from which the Premier had spoken had actually been supplied by the General himself. Under such circumstances, therefore, it is not surprising that the shell did not explode. As Lord Curzon, himself a colleague and member of the War Cabinet, put it in his address to the Primrose League the day after the debate:

"We have been told frequently during the past few months that our Government was in weekly, if not daily, peril of having an end put to its existence. Only yesterday against it was directed a lethal blow which somehow glanced off the target. . . . If Lloyd George had fallen yesterday, the rejoicings would have been in Berlin and not in London, Paris, Calcutta, or Montreal."

Notwithstanding the Premier's dramatic victory in the House of Commons, the press of the British capital are not unanimously in his favor. His supporters, of course, ascribe the trouble to an overweening desire on the part of ex-Premier Asquith to get back into power, and say that he made use of General Maurice's indiscretion as a stepping-stone to that end. Thus *The Daily Mail* says that not a rag of General Maurice's pretentious indictment is left and asks who again will ever pay the least attention

to anything he says. It declares that ex-Premier Asquith was outgeneraled and outfought. The Premier's answer, says *The Daily Telegraph*, was complete and overwhelming and showed that General Maurice had not a shadow of justification for any of his charges.

But *The Daily News*, a consistent enemy of the Premier for many months past, takes exactly the opposite view, and says that the Premier burked the charges affecting British honor and the honor of Parliament. And it adds:

"Major-General Maurice's charges remain unaffected by this melodrama, and the public is left to laugh or weep, according to its humor, at the latest achievement of political wizardry."

How delighted Berlin would be, as Lord Curzon reminds us, to see Lloyd George fall can be seen from the remarks of the Berlin *Vorwärts*, which, in commenting on the numerous attacks which have been made during the past few months, agrees with the London *Daily News* that Lloyd George is expert in political wizardry. In the opinion of this German organ, Lloyd George is the most expert political tight-rope walker in Europe, and it can not understand how it is that the British papers for the last year have been loudly asserting that Lloyd George's Government is tottering and yet it never seems to fall. There is little doubt, however, that the fall of Lloyd George would be an event that would cause the Germans to hang out their flags and ring the few remaining church-bells that are left to them. *Vorwärts* writes:

"If Lloyd George falls, something new will perhaps take shape. This need not be and will not be immediate peace, but perhaps it will take us a good way toward peace. In any case, the formation of a new Cabinet provides an interesting political problem. Things are moving in England. Alterations in the balance of power are in preparation, and strong forces are seeking a way of escape over the enormous obstacle hitherto presented by the Cabinet of Lloyd George.

"What will become of Lloyd George we do not know. We only know that in such an 'unfree' land as Germany no statesman could resist a similar storm of public opinion. It is true that Lloyd George is as nimble as a cat and that in the political arena he is an opponent very different from the unskilful but pushful Helfferich or the miserable Michaelis, but Lloyd George long ago gambled away his best capital—his hold on the masses—and now he oscillates to and fro with no roots anywhere. When he lost Henderson he lost his best support, and his Government is really nothing but a Conservative War-Cabinet with a veneer of pseudo-Liberalism.

"When Lloyd George's heritage comes to be divided, English Liberalism will have to make its claims, and perhaps it will be remembered that at the outbreak of war it was the governing power. It is true that only a small section of this Liberalism is disposed to a peace by understanding, but precisely this section—and not without reason—regards Lloyd George as its most dangerous antagonist."

If Mr. Lloyd George were really wise, thinks this German Socialist organ, he would enter into an alliance with the two great powers of the future, which we are gravely informed are International Socialism and the German people:

"If Lloyd George falls, he falls because he has deserted the wisest principle of English policy—that success must be sought in alliance with the powers of the future. The great power of the future is International Socialism, but one of the powers of the future is the German people. Lloyd George has declared war to the death upon both, but against both he has only talked without being able to defeat them. He has squandered spiritual possessions of English Liberalism, whose leader he once was, and he has carried things so far that England to-day seems less liberal and less devoted to the great ideas of progress than Germany."

The London *Observer* explains what is a mystery to *Vorwärts*. Lloyd George continues to hold office because there is no one else:

"No one seems anxious to inherit the Prime Minister's prodigious task, no one suggests any alternative Government which would have a chance to work or last. In these circumstances there is only one rule to follow. The national Government in war-time must be supported by the full strength of the country."

SCIENCE - AND - INVENTION



Photographs by the Press Illustrating Service, New York.

METAL GLEANED FROM THE BATTLE-FIELDS AND GATHERED AT A FRENCH SALVAGE STATION.

THE JUNK OF BATTLE

THOSE WHO EXULTANTLY frequent rummage-sales will enjoy reading of the wonderful bargains to be obtained on the battle-fields of Europe after the storm of conflict has strewn them with wreckage. What may be reasonably termed the junkman's paradise may be found on a modern field of battle. Its tons of damaged weapons, clothing, and twisted metal of all kinds and descriptions were worth millions just before the whirlwind caught them, and they are by no means valueless even in their "junkified" condition. The military authorities are now able to realize on this post-mortem value by the introduction of modern efficiency methods, we are told by the author of an article printed in *The Scientific American Supplement* (New York, April 27). Most of this battle metal, he says, is now salvaged by veteran soldiers known in the army as "ragpickers," who work under almost constant fire. He goes on:

"All kinds of old metal, iron, steel, copper, lead, bronze, and nickel have more value to-day than ever before in the world's history, and a modern battle-field, one of these vast seas of interlapping shell-holes, is the greatest junk-pile in existence. As the prices of junk go nowadays it is a veritable gold-mine to the Army who can reclaim its wonderful treasures.

"Standing in the midst of such a battle-field one sees French shells which were not fired because the artillery advanced when the enemy fled; German shells which failed to explode; mud-caked rifles, fallen from the hands of the dead or wounded,

or abandoned in flight; grenades left behind during the progress of the attack; damaged cannon and other bulky weapons; helmets; pieces of leather; pieces of clothing; débris of every description, lying pell-mell, haphazard, on the abandoned battle-field, lately all engaged, now silent as the dead, also to be seen here and there.

"What becomes of all this highly valuable and huge mass of wreckage? As this war is largely being conducted by business men on business principles, most of it is saved. Every army now has a large force of laboring men, 'official ragpickers,' they have been called, who work fearlessly under fire in France, Flanders, and Italy, in fact, on all the battle-fronts, to reclaim much of the wreckage, all really worth keeping.

"The work requires intelligence and men who are experts in their line, as much of the débris they handle is highly dangerous because of the immense amount of explosives included, which for one reason or another have not spent themselves. So, after all, it is the real work of brave soldiers.

"Another reason experts are required is that they must to a certain extent know exactly the material value of the various

kinds of junk discovered, so that it can be properly sorted and classified and nothing that is valuable cast aside, while that which is worthless is left to decay.

"At the break of day, immediately after a battle, these workers may be seen searching laboriously over the tortured earth, exploring it, as they go carefully along in every direction, for treasure-trove. Every now and then they will stop when something of considerable value has been found and, gathering in small groups, they will combine their efforts in seeing that it is removed to the rear on the



A WRECKED TROPHY WHICH CAN BE MADE USEFUL.

After smashing and capturing this gun, the Italian Army will rebuild it and use it against its former Austrian owners.

motor-trucks and wagons which follow in their wake. These conveyances are supplied with hoisting devices for the lifting of the heaviest junk, such as cannon. Besides, they carry ropes and blocks so that the salvaged material may be safely packed on board."

Altho, when necessary, the "ragpickers" resort to various forms of camouflage, the Germans are always on the lookout for them, and so, tho their task may seem quite as humble as that of old junkmen, they are real heroes who constantly run risk of their lives. We read further:

"Everything possible that they find is utilized on the spot—such things, for instance, as small abandoned depots of cartridges or grenades. Everything dangerous, such as defective, unexploded shells, is immediately destroyed for safety. The rest, and it is the vast amount of their findings, is sent to the rear on the trucks and wagons.

"The work is naturally slow, as it can only be conducted in the uncertain light of early morning and when the evening shadows fall, and it may take a week to clean up a battle-field properly. In so far as is possible a preliminary classification is effected on the spot, that is, if the enemy is not too active to prevent this; but it is in the rear, at the great sorting centers, that all this highly valuable debris, for the salvage of which men risk their lives, is cleaned and repaired and sent back to the front for further use.

"Here are located hospitals for slightly wounded cannon, machine guns, and rifles, where furnaces blaze night and day, and the vulcans work amid a thunderous crash and roar. Here are broken rifles to which a new lease of life is given and thus much money saved in the soldiers' most vital equipment.

"The butts and wooden parts are repaired or renewed, the damaged metal parts are replaced by new ones, rusty barrels are freshened up, and so in a day or two these heaps of old iron, as they are brought in from the scene of conflict, are so many brand-new rifles for all practical purposes, doing deadly execution in the trenches for perhaps many months to come.

"When they have been safely transported back of the lines, the bigger guns, which it is impossible to repair outside of a well-equipped munition-plant, are shipped to such places in the interior, back in the towns and cities not under fire, not to be returned to the front until weeks later, perhaps, when they are made over quite as good as new and ready to do fresh and deadly work on the ranks of the enemy.

"No one who has not been on the battle-front in France and Flanders has the slightest conception of the vast amount of munitions and metal, only junk, when found by the 'ragpickers,' which has been economized in this way. If they had they might understand its huge money and military value, and why the commanders of the armies are willing to risk the lives of their men in its salvage.

"Perhaps a slight idea of its great value may be obtained from the fact that on the battle-fields of one single army during a single month the following material was collected: 2,000 tons of iron and steel, 32 tons of copper, 1,000,000 rifle-cartridges, 2,000 trench-bombs, 1,048 rifles.

"Last November, in a certain liberated region, the 'ragpickers' of the army services 'salvaged' the following quantities of material: 32 tons of red copper, 40 tons of bronze and nickel, 60 agricultural machines, 2,600 various tools, 800 yards of narrow-gage railway, beams, telephone-wire, leather, and so forth."

ENGINEERS NEEDED BY THE NAVY—The Bureau of Navigation of the Navy Department needs engineers for general service, and the Engineering Council has sent out a call for trained men in steam engineering, electrical engineering, and radio duties. In a circular letter the Council states that applicants, if accepted, will be enrolled as ensigns in the Naval Reserve Force, and will be sent to the Reserve Officers' school at Annapolis for a special course of about four months, after which they will be further trained afloat and ashore when they will become available for regular duty as the exigencies of the service may demand. Applicants should be healthy men, not over thirty-five, with engineering degrees and practical engineering experience. The Council's circular states further:

"The American Institute of Electrical Engineers, American Institute of Mining Engineers, American Society of Mechanical Engineers, Naval Consulting Board, and National Research

Council have each been requested to submit a list of fifty names. Each applicant should without delay forward to the Engineering Council, which is acting for the five organizations named, a résumé of his education and engineering experience, together with a small photograph, if practicable, and such letters of recommendation as it may be possible to submit, address to 29 West Thirty-ninth Street, New York City."

SUPERFLUOUS RAILWAYS

IT IS THE GENERAL IMPRESSION that railroad-builders, like other men, occasionally make mistakes.

Sometimes "mistake" would be a charitable word for what they have done. When we contemplate several parallel roads through a region that could well be served by one, or roads tapping unproductive areas that can never by any chance be other than they are, we are inclined to confess that wisdom is no more a universal adjunct to the corporate mind than it is to that of the individual, and that the same thing could in many instances be predicated of honesty. Apparently the Government of the United States, in its new capacity of universal railroad operator, has meditated on these things and has formed opinions; for it is said that it objects to operating some of the paralytic lines that have been turned over to it and also to completing some of the unfinished railroad jobs that it finds on its hands. Nevertheless, it is adjured to "go slow" by *The Railway Review* (New York, April 27). It is a difficult matter, that paper assures us editorially, to decide what roads are, and what are not, superfluous. It says:

"Were we to eliminate all the miles of railway which have at some time or other been pronounced unwise and unnecessary, our railway system to-day would be seriously depleted. As it is, the country has not enough trackage for current needs, and it will call for very many thousands of new miles to help its future development after war-needs have subsided. When, therefore, the law division of the Railroad Administration proposes to avail itself of its legal right to turn back to their owners a number of roads which in its judgment 'ought never to have been built,' it is assuming a great risk of future condemnation of that judgment by the course of events. Possibly the Chicago Great Western was premature and ill-planned and a great disturber. But, even now, we apprehend that the country needs it and a vast territory would fight energetically its abandonment. The great West would never have been opened up and developed unless railways had pushed ahead of settlement and brought waste regions into productiveness and markets. The Kansas City, Mexico & Orient has not yet arrived at completion of financial success. But a look at the map and into the future ought to cause one to hesitate in saying that it ought not to have been planned or undertaken. It may be some years yet before the region it undertook to supply with transportation catches up; but sometime it will need this road and others and will team with population and products. Now it may be true that government control for the term of the war was not intended to put cripples on their feet and save tottering enterprises from utter failure. But at the same time, in the interest of territorial needs for development, it might be very unwise to administer a death-blow. For it is quite evident that such lines, like many of the short roads, would be greatly damaged by competition with government-controlled lines and the competition of Government itself with weak private enterprises. The roads mentioned above have been singled out at Washington as some of those the Railroad Administration does not want and will not contract for. It is pertinent to ask how far it will go back into ancient history in deciding to reject a road because it 'ought never to have been built.' If it is endowed with prescience and looks as far into the future as it does into the past, it may have a vision of great sections built up from wastes into wondrous productiveness by the very roads which started out so inauspiciously and are still limping along weakly. It may not be part of good government to quench the feeble light or crush the bruised reed. And while the 'control' must not be endangered by a load it does not want, it is no part of its proper functions to be destructive and to kill the wounded to get them out of the way. The Wabash has had a varied, precarious, and tattered history which might have placed it among the ought-nots; but would the Administration be willing to get along without it, right now?"

HOME-MADE SUGAR-BEET SIRUP

"HAVE YOU A LITTLE SUGAR-REFINERY in your home?" ought to be a familiar greeting in the large sections of our country where the sugar-beet flourishes, according to agricultural authorities recently quoted in our columns. And people have been advised by Prof. P. G. Holden to sweeten the bitterness of a possible second sugar famine by planting sugar-beets in their gardens this spring. Tho the Federal Government appears to indorse this idea, it seems absurd to some of our readers. Any such home-made beet-sugar, according to Mr. H. E. Howe, a Boston chemist, would be "very impure sugar, guaranteed to give any family the colic." In the first place, Mr. Howe writes, "the sugar may not be extracted by soaking the beets in water for twenty minutes," as suggested in the article in our issue of February 2. Then, he contends, "the sirup that is obtained from sugar-beets contains all the soluble substances, and the molasses obtained by concentrating this sirup without chemical purification is unfit for human consumption because of its odor, taste, and cathartic action." When these and other criticisms were referred to Professor Holden he admitted that the average family might need more than the twenty-foot row of sugar-beets he had spoken of to materially increase its consumption of sugar. He does, however, believe firmly that in a great many localities it is possible to raise sugar-beets, and to make sirup for home consumption which will to a large extent reduce the consumption of sugar. He informs us that the Government "has secured quite an amount of sugar-beet seed to distribute in small quantities to those wishing to experiment with it, with a view to producing the sirup for home consumption." And "they have made a statement in a circular letter that one ounce of sugar-beet seed, if properly planted, cultivated, cared for, and stored, should produce one gallon of sirup."

The views of the government experts on this subject may be found in Farmers' Bulletin 823 of the United States Department of Agriculture, prepared by C. O. Townsend and H. C. Gore, issued under date of May, 1917, and entitled "Sugar-Beet Sirup." The following abridged summary seems pertinent:

"Sugar-beets may be grown and sirup produced in any locality which has tillable soil capable of producing good crops of vegetables. Therefore, any one having a small piece of fertile, tillable ground and the usual garden implements, a spade, a hoe, and a rake, is equipped to grow the beets necessary for the production of a home supply of sirup. In some localities the beets produced are richer in sugar than they are in other localities, but all sugar-beets, if properly handled, are capable of producing sirup. The richer the roots are in sugar, the larger the quantity of sirup that may be produced from a given quantity of roots and the less the time that will be required to reduce the juice to the desired consistency. After the roots are thoroughly washed they should be cut into thin slices. The slices should be very thin. The thinner the slices the more rapidly the sugar is extracted. In field experiments slices only one-sixteenth of an inch in thickness were obtained. A bushel of beets will make approximately two bushels of slices, which should be placed in a barrel and covered at once with hot water, and permitted to soak for about sixty minutes.

"The water should now be drawn off and strained through several thicknesses of cheese-cloth. No pressing is required to remove the juice from the beet. The resulting liquid is of a light-brown color, with a sweetish bitter taste. The juice may be placed in a kettle or other convenient receptacle, where it should be heated slowly until it has evaporated to the proper consistency. Slow boiling is important in making beet sirup, and several hours will be required to complete the evaporating process.

"While the boiling is progressing, a scum will rise on the surface of the liquid; this should be removed carefully by means of a skimmer. This operation removes the strong, beetlike flavor and leaves a wholesome and palatable product.

"The sirup produced from beets is dark in color. This would be objectionable if the product were placed on the market, but for home use it probably would not be regarded as serious, in view of the quality of the product and the simplicity of the

process. Any method of bleaching or otherwise removing the dark color would require considerable skill and some outlay of money. The flavor of the sirup is pleasant. It contains the pure juice of the beet-root and is a wholesome and nutritious food, which to a certain degree should be helpful in reducing the sugar bill.

"Beet sirup may be used for all purposes for which other sirups or molasses would be employed, especially for table use; for example, on buckwheat cakes, in making dark-colored cake, or in preparing certain kinds of home-made candy. If the evaporation is carried far enough and the sirup is allowed to stand, a dark sugar will settle out. This sugar will be found very satisfactory for home use in cases where refined sugar is not necessary, such as in making pies or dark-colored cake."

A FRONTAL ATTACK ON TRENCH FEVER

A QUIET COURAGE, as fine as it is rare, is shown by any man who will deliberately accept infection with trench fever, and sit for weeks in a hospital subjected to long, scientific observation, to help the doctors find out how this war-disease is spread. Yet, when some weeks ago a call for sixty volunteers for this service was made among enlisted men of the Sanitary Corps of our Army in France, all hands went up, and the Chief Surgeon of the Division—a New England Division—was able to report in terse military phrase:

"It is a subject of some pride in this division that practically all of the men of the 101st, 102d, and 104th Field-Hospitals and the 101st, 102d, 103d, and 104th Ambulance Companies volunteered for this service."

Trench fever was unknown to the medical profession before this war. Among the British troops at the front it leads all the fevers as a disabling disease, and stands second upon the list of those which cause the greatest wastage from the fighting-line. The British Royal Army Medical Corps have been unable to make a sufficiently exhaustive study of the causes of the disease on account of the scarcity of physicians, and the American Red Cross has undertaken a survey based on the yellow-fever investigation in Cuba. This, we are told, is the only American research which has so far been undertaken with the object of saving man-power at the front. The two specific problems placed in the hands of the American investigators, according to a statement sent out from Red-Cross Headquarters in Paris, are: "First, the method of transmission of the disease with particular reference to the louse as a transmitter; secondly, to repeat the investigations of a surgeon of the British Army Medical Corps, which have shown that the virus or organism causing the disease is situated in the red corpuscles of the blood and is not filterable, that is, it can not be caught in any of the filtering processes now employed in bacteriological research." The work is being conducted with painstaking thoroughness in this manner:

"The sixty Americans selected for the experiments are now quartered at a British Base Hospital in northern France under the supervision of a small staff of American Army surgeons. The Red Cross has provided walled hospital tents of the latest design for the accommodation of the volunteers, laboratory assistants, and clerks, and transported to the British hospital a complete and extensive laboratory equipment to permit the most accurate and minute study of the disease with reference to infection through parasites.

"For purposes of experiment and observation, the detail of sixty volunteers has been divided into eleven detachments and these assigned to four tents in the British hospital enclosure. Two of the tents contain ten men each and the other twenty each. These men, who have so unselfishly given themselves as human subjects, are now serving in specified detachments either as hosts to normal or infected lice or have received injections of blood taken from soldiers suffering with trench fever."

The disease thus being investigated by the help of these volunteer victims is further described:

"While trench fever is not fatal in its effects and leaves no permanent disabilities, a soldier entering a hospital with this

affection is more than likely to be absent from his command for a period of from six to eight weeks. This extended absence is what has made the disease so alarmingly destructive of manpower at the front. Not only has it prevailed in northern France; it has been reported in the armies in Saloniki and Mesopotamia, and, apparently, a similar affection has appeared in the German forces. Evidence has also been given of individuals contracting it in England.

"It was during the latter part of 1915 and in 1916 that the

disease became gradually to be recognized as a distinct, specific infection. The first cases to appear were of a comparatively mild form and disabled the patients for only a brief period. However, in the development of the disease the time a soldier is kept away from his command has been materially increased by reason of the many relapses which occur in the majority of cases. In France the disease has especially occurred in those who have been in the trenches or have cared for the sick in the hospitals.

"Trench fever appears particularly in two types: one, in which there is a short, evanescent fever lasting from a few days to a week and frequently followed, after a few days, by a single short relapse; and another, in which there is a series of relapses. As a rule the onset of the fever is sudden and characterized by headache, dizziness, pain in the back and particularly in the legs, and a sharp rise in temperature, usually to 102 or 103 degrees. Pains in the shins is a common complaint by patients and is often very distressing. The pulse is usually in the neighborhood of 100, and the heart is normal in the early stages of the disease. Disordered action of the heart is very common after the severe cases.

"Diagnosis is often difficult and treatment is dependent upon symptoms. Aspirin and morphin relieve the pain but seem to exert no influence upon the course of the disease. That it is infectious has been demonstrated by medical experts of the British Army through transmission of it to healthy men by injection of blood taken from patients during the acute stage of the affection."

WHAT DO YOU DO WHEN YOU TELEPHONE?

THE OBVIOUS ANSWER IS, "Why talk, of course."

Even this is not wholly obvious; for some of us do little but listen. This is especially apt to be the case when persons of opposite sex are using the two ends of the line. But most of us, we are assured by the writer of an article in *The Transmitter* (Baltimore, April), do something else; and with many, whether talking or listening, this something assumes a sort of primitive artistry, which is capable, we are told, of a rational psychological explanation. The design which we reproduce is credited by *The Transmitter* to *Every Week*, which apparently was also the ultimate source of part of the article. We read:

"The telephone and its use are a fruitful source for writers in newspapers and magazines, and the subject has many phases. One phase that seems to be written up right often lately is the inclination of telephone-users to draw pictures or figures while talking.

"A group of lawyers and court officials (so the story goes) were asked the other day: 'What do you do besides talking when you use the telephone?' At first, several of them stated that they did nothing, but upon second thought pleaded guilty of various artistic endeavors, from elaborate sketches to crisscrosses.

"One lawyer said he writes names, sometimes his own, but

more frequently the name of some person he knows, who, strange to say, has nothing to do with the conversation.

"Another said he frequently embellishes the figures of the number he is calling, while another admitted that he draws indefinite and unfinished pyramids, and should the conversation be prolonged, he shaded these masses.

"One stated that he draws constructive squares, joining each other, and also makes lines resembling the floor-plan of a house; another favors squares

and diamonds, which he proceeds to embellish with circles and angles; while still another recalled that he draws the letter H in block formation, and if the conversation drags, adds the letter O.

"If there are pencil and paper handy eight men out of ten—be they lawyers, telephone men, or just plain business men—will draw designs of some kind while talking on the telephone, especially if the conversation is prolonged.

"It doesn't require any particular talent, as a study of some of the efforts found in telephone-booths and on the covers of directories will show. It isn't necessary that there be a booth—an ordinary desk-set, a stub of a pencil, and the back of an envelope will do.

"Probably you're among the artistic ones, unless you write with your left hand. Think back to the last time you used the telephone when there were a pencil and a scrap of paper handy. You just naturally picked up the pencil and made the most fearful and wonderful designs on the paper, after which you rolled it up into a little ball and threw it under the desk.

"We have several of these artistic telephone-users among our own officials. One of the traffic men, for instance, draws nice little sketches of shrubbery and trees and outdoors generally. A commercial official we know prefers Greek temples, and still another commercial man confesses to writing numbers and dates. Probably they all do it, in some form, and it would be interesting to take a look through the various waste-baskets some evening for incriminating evidence.

"The funny part of it is that the artist doesn't usually realize what he is doing and ten minutes later can not tell what he drew or whether he drew anything. All the while he is talking he is busy with his pictures, but the making of them does not seem to interfere in the least with the conversation."

Of course, the writer goes on, one must look to psychology for the answer. An eminent psychologist is quoted as giving the following explanation of the doings of the telephone artists:

"I firmly believe that nearly every one who uses a telephone is given to scribbling, writing, drawing, or figuring on a bit of paper if it is handy. I always do it myself if a conversation be at all prolonged. Really, it's a dual operation of the mind.

"When a man is waiting, for instance, for a telephone number, his conscious mind is directed attentively to waiting for the answer at the other end. His subconscious mind disengages itself, and if the pad and pencil be there, turns to them. There is no diminution in the intentness of the conscious mind while the hand is busy tracing the figures or what-not upon the paper. It is just that the mind is capable of doing two things at once and gives a demonstration of its ability."

"Evidently this subconscious mind is not satisfied with making pictures and scrawls, for it has been observed exercising itself in jabbing holes in book-covers with the pen-point, digging into the varnish of the desk, bending clips out of shape, and spilling ink. All of which is the probable result of the very American desire to be doing something.

"One telephone enthusiast, possessing a doubly charged subconscious mind, has been accused of using his right hand for gesturing while at the telephone, and, on at least one occasion, of setting down the receiver in order that he might do it with both hands. A Frenchman observed once that it must be a source of regret to the American that he has not found some way to utilize his feet while talking over the telephone.

"What else do you do when you telephone?"



By courtesy of "Every Week," New York.

DO YOU DO THIS WHEN YOU TELEPHONE?

A HUNDRED MILLION FOR THE SOLDIER MOTHERS OF MERCY

TO-DAY, the tender, brooding heart of the "Greatest Mother in the World" is sending its Red-Cross appeal into every American home. To-day, while millions of brave men are fighting for the freedom of the world, and are paying the price in wounds, and suffering, and death; while countless homes "over there" are devastated, and millions of little children are torn from loved ones and cast about as pitiful waifs of war, a passionate, urging cry comes to every American heart from the one and only organization in all the world which can comfort those heroic soldier hearts, and gather into its tender care these sad little waifs of war and give them love and shelter.

It is succoring the stricken nations; it is ministering to the soldiers in sickness and health, and inspiring them with greater courage and holier purpose. It is searching out from the cellars and the ruins of homes, from the pits and dugouts, and from the clutches of the cruel enemy thousands of "pitiful little girls and boys with arms blown off, with vermin-covered bodies, with pinched faces and startled eyes," and is gathering them into its breast to nourish and love them back to life again. It is finding in many devastated cities and villages "the old folks at home"—but such homes! All the younger men are gone; all who can serve have been given to their country. And the old folks are clinging to the one thing left that is dear to them—the old home, now in ruins. Shrieking shells and poison-gas are all around them, but the aged and feeble, left behind with the little children, cling to the ruins of the precious home, hiding in cellars by day, tilling their gardens or fields by night. And the Red Cross finds them in their pitiful plight, brings them food, clothing, beds, stoves, kitchen utensils, garden-tools, and other supplies as long as possible, and then leads them gently away to safer places of refuge.

It is rebuilding the shattered homes wherever the destroyer has been driven away. Its vast system of transportation, storage, distribution, and rehabilitation reaches throughout the world. It is carrying on a great chain of hospitals, dispensaries, canteens, and homes of refuge. It is fighting unheard-of difficulties; it is enduring privation; it is suffering, and sacrificing, and praying, and yearning, and loving, with a heroism and a devotion none but God can measure, as it wages its never-ending war against pain, and sorrow, and death.

And now this wonderful organization of rescue and help—this American Red Cross—is asking you to give the money to carry on such work. You have been reading and hearing during the past week of the "Red-Cross drive for a hundred million dollars," but words are too cold to tell what this "drive" means. If its real meaning could burn its way into the minds and hearts of a hundred million Americans, the money needed by the Red Cross would have been poured out in a flood of oversubscription within the first twenty-four hours.

Listen to the splendid call of old Isaiah; nothing could be more fitting to-day: "If thou draw out thy soul to the hungry, and satisfy the afflicted soul, then shall thy light rise in obscurity, and thy darkness be as noonday. . . . And they that shall be of thee shall build the old waste places. Thou shalt raise up the foundations of many generations, and thou shalt be called the repairer of the breach, the restorer of paths to dwell in." The forces of destruction are sweeping ruthlessly over Europe. While our armies, with our Allies, are fighting valiantly to stop them and drive them back, let us build up and strengthen our heroic Red-Cross army of reconstruction and mercy, which already is doing so much to "satisfy the afflicted," and to "restore the paths to dwell in."

Victory itself depends, in large measure, upon the support we give to the Red Cross. One of its most important tasks, we are told, is to keep up the morale of the French people as a whole, through its civilian relief-work, that the sufferers may not be utterly crushed in spirit by their terrible experiences. They must not be made victims of the endless propaganda of

enemy spies who are seeking to spread their false peace-poison and destroy France from within, as Russia was destroyed.

The fighting spirit of our own soldiers, also, is inspired by the heroism, the endurance, the unselfishness, and the efficiency of the American Red-Cross workers. Wherever the shells are thickest or the emergencies greatest, there the Red-Cross motors, the Red-Cross ambulances, the Red-Cross workers, are ready, working day and night, until the last man, woman, and child has received care and has been rushed to a zone of safety. An American soldier writes home from France: "If ever there was a spur to honest American manhood, it is to be found in the work, sacrifice, and loyal, cheerful aid of the Red-Cross women here and at home. Those here are undergoing hardships many a man would cringe from. They never complain, but greet us cheerily with smiles and kind words. They are both an inspiration, a source of help, and a living shame to us. That which would have been a living hell for us has now become a paradise through their ministrations and tireless efforts."

Those heroes in the trenches have the highest possible right to appeal to us at home. When they tell us what *they* are doing, over there, the things they ask of us seem so little. "I've done my first hitch in the trenches and am now in the Red-Cross hospital, having been caught in a gas-attack," writes a member of the old 69th, New York. "One of our boys had his hand shot off by shrapnel, and this, of course, while the gas was in abundance. Doc. Pattan tried to amputate the hand with his gas-mask on, but McCoun was suffering so much that Doc. Pattan tore off his own mask so that he could amputate the hand better, and was gassed himself, and is now in the hospital. . . . Boost the Red Cross, Dan. They certainly deserve the praise of the soldier and the backing of the American dollar and public. There is nothing that we want—and that they have—but we get. At any hour of the night we can call and there is somebody around to help us. The nurses are untiring in their work, and very patient, too."

To-day—this week—a soldier's blessing will come to all who give liberally to the Red Cross that asks for a hundred million dollars. It ought to be a billion. The hearts of mothers and children through all the stricken lands will bless those who comfort and help them through the Red Cross. Can there be, anywhere, in all this comfortable land, which has not suffered from the frightfulness of the invading Huns, a single man or woman who will refuse this Red Cross appeal—who will not help in its heroic warfare against suffering and death?

THE LITERARY DIGEST will not believe that anywhere is a single one among its more than two million readers who will allow this "drive" of mercy to end without having some part in it. It feels certain that every one will be eager to give to the Red Cross. THE LITERARY DIGEST, itself, feeling the heart-throbs of mothers who mourn and yet glory over the sons they have given in sacrifice, hearing the bitter cries of little children, feeling that the eyes of two and a half million brave American soldiers are turned expectantly to the home folks for support, is doing just what it asks you to do; and altho war-loans, and "drives" for many causes which appeal to the heart of humanity, and business and income taxes, rightly and necessarily imposed upon us all to win the war, are putting an increasing strain upon the ability to give—yet THE LITERARY DIGEST has gladly sent its own check for ten thousand dollars to the Red-Cross fund. We would have done so even if we knew that not another dollar of business profit could be earned throughout the coming year. In the face of the claim upon every American who lives in this free land, this is the only possible attitude to take when the Red Cross asks for help. If any of our readers, in any of the ninety countries throughout the world where THE LITERARY DIGEST is read each week, find themselves too remote from easy contact with those who are pushing this hundred-million-dollar drive for the cause of mercy, THE LITERARY DIGEST will be very glad to receive their contributions by mail and turn them over to the Red Cross.

WAR-TIME-FOOD-PROBLEMS

Prepared for THE LITERARY DIGEST by the UNITED STATES FOOD ADMINISTRATION,
and especially designed for High School Use

MILK

THERE ARE STILL PEOPLE IN THE WORLD, and no small number of them, who look upon food as something that is eaten with a fork or spoon. They honestly believe that, because watermelon is solid and milk liquid, it gives them the right to class watermelon a food and milk a drink—excellent in its way, but still a mere beverage. You might just as well say that rock salt is a better food than cream cheese because it is more solid. Whether any substance is a food depends not upon whether it is solid or liquid, hard or soft, but upon its food value, that is, upon its ability to build the body and furnish energy to it. Capability to do those two things is what determines whether any particular substance is a food and how valuable a food.

The article, on "Food Values" (which appeared in THE LITERARY DIGEST, March 2, 1918) discuss this matter at greater length. But the case was summarized there by the statement that the value of foods depends upon their power to accomplish three things: (1) *The satisfying of the appetite*, (2) *the maintenance of the bodily health*, and (3) *the creation of energy which works out into action*.

Moreover, it has been proved that the value of any food depends, for a final estimate, upon the way that food is combined with other foods. In fact, the most healthful and satisfactory diet depends upon a wise and complete combination of foods. A carpenter, in his work, at one time needs a hammer, and at another a chisel; but the well-equipped carpenter's shop must have both. In similar fashion, the human body needs the special services of proteins, of fats, of carbohydrates, mineral salts, and vitamins. But the well-equipped body must have all. That is what necessitates a well-balanced diet.

THE PERFECTLY BALANCED FOOD—Now, to follow out the comparison with the carpenter, many inventive minds have tried to simplify the carpenter's kit by making one tool which may serve for several uses. Thus different bits fit into one brace. The hammer and hatchet are frequently combined in one tool. But no one has ever invented a single contrivance which will include all the special properties of different groups of tools. Nature, however, has done somewhat better in the case of food. For there is one kind of food which includes in itself a valuable amount from each of those groups of food materials: proteins, fats, carbohydrates, mineral salts, and vitamins. Not because of any wave of popular taste, nor owing to any theorizing by scientists, but out of sheer, honest excellence it has won for itself the right to be ranked as the most nearly perfect single food. That food is milk.

This does not mean that any sane person should overlook or neglect the appetizing qualities and useful functions of other foods. No adult, other than an invalid under doctor's orders, should try to live entirely on milk. No adult, in fact, should fail to recognize the advantages of a mixed diet. But the food which is closest to being in itself a mixed diet is milk. It comes nearest to doing the work of all other foods combined.

This, of course, means whole milk, milk unskimmed and unchanged. And it means fluid milk.

WHAT MILK CONTAINS—First of all, milk furnishes an extensive supply of the most valuable proteins. Protein, you will recall, is the body-building material, indispensable also for body-repairing. It may be called structural. And that very fact indicates its importance to children. Nor is there any

other food as good as milk for supplying protein to children. In spite of the fact that it is about seven-eighths water, a quart of milk contains an ounce of balanced protein—that is, an amount equal to what is found either in four eggs, from six to eight ounces of medium fat meat, four ounces of whole-milk cheese, six ounces of dried navy-beans, or a twelve-ounce loaf of white or whole-wheat bread.

Along with protein, milk also gives the body energy or fuel to burn. In addition to the plentiful supply of fat in its cream, milk contains carbohydrates in the shape of sugar. Thus, whole milk is made up about as follows:

Water.....	87	per cent.
Protein.....	3.3	"
Fat.....	4	"
Sugar.....	5	"

This analysis varies somewhat with the breed of cows.

The remaining fraction of 1 per cent. of the milk contains mineral salts which are of great importance for the structure of the bones and for regulating bodily processes. Milk contains little iron, but with that one exception it furnishes in the most perfect form all the salts, such as lime, which the body must have.

And, finally, milk provides those all-valuable substances termed vitamins, so necessary to promote growth and sustain life.

The completeness of milk, the many-sidedness of its nutritional qualities, makes it an admirable substitute for other kinds of food.

THE IDEAL FOOD FOR CHILDREN—From such close examination of the materials which go to make up milk, it is easy to see why it is so valuable a food for growing children—in fact, the most valuable. It is not merely because of its structural proteins and mineral salts, its fuel fat and sugar, and its stimulating vitamins, but because of the balanced relations between these, and because of its easy digestibility, that milk is so essential to health and growth in childhood and youth.

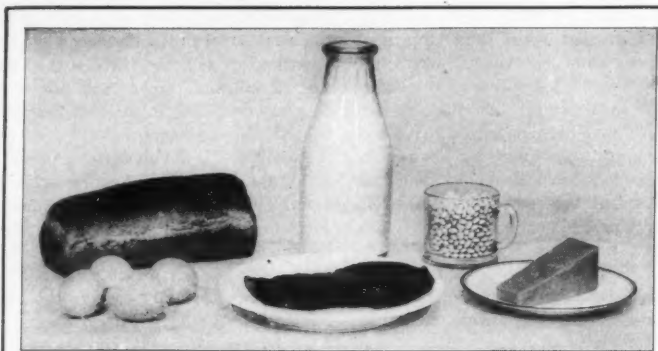
That is why every household in which there are children should be a household in which there is milk in abundance.

THE MATTER OF COST—To be sure, milk at present price-levels is a less cheap food than it was. But one should remember that the money spent for a quart of milk purchases a food-value—a variety and degree of value—which could not be gained from other foods except by a far larger expenditure.

Milk—in a manner which no other food can exactly duplicate—preserves the health of the growing generation. And for that reason it is a food conducive to the nation's future welfare and present stability—a stability never more necessary than in war-time.

QUESTIONS FOR DISCUSSION

1. Even without any other reason, how does the fact that milk satisfies the appetite show that it is a food?
2. Review what you learned about food-values. Explain in detail the special functions of proteins, fats, carbohydrates, mineral salts, and vitamins.
3. How is the well-balanced diet dependent on the mixed diet?
4. Is skim-milk nourishing? What does it contain?
5. Why should special pains be taken to keep milk clean and pure?
6. Are there any young children in your home? Does each child get a pint and a half of milk a day? Is there any sufficiently good reason why this quantity can not be given them?



THIS QUART OF MILK CONTAINS AS MUCH PROTEIN
(ONE OUNCE) AS ANY OF THE OTHER PORTIONS.

THE-NATION-AND-THE-WAR

A Series of Articles prepared for THE LITERARY DIGEST by the UNITED STATES BUREAU OF EDUCATION, and especially designed for High School Use

"ENEMY ALIENS" AND THE SPY PROBLEM

WE ARE A POLYGLOT NATION. Until recently our doors have been wide open, with "Welcome" written large upon the mat for all who wished to enter. We found, therefore, at the outbreak of the war, not only a large number of people within our borders who, tho loyal American citizens, had sympathies with their kinfolk in the Central Empires, but also a large number of persons who had not been naturalized, and were therefore "alien enemies." There are approximately 450,000 Germans, 600,000 Austrians, and 400,000 Hungarians who are unnaturalized males now living in this country. If we count three members to a family, we have more than 4,000,000 such aliens.

It was necessary, on the one hand, to reach the Americans of foreign birth with information that would help to make them loyal and enthusiastic advocates of the war, and, on the other hand, to stamp out espionage among those who were actually alien enemies.

THE TASK OF THE DEPARTMENT OF JUSTICE—The latter task was naturally the most immediate and urgent. Before the war we had passed through a long and trying period of neutrality, during which Germany had established a well-developed secret service in this country. To run this band of spies to earth has been the problem of the Department of Justice, under Attorney-General Gregory. Let us examine briefly the means employed for this work, the success attained, and the outlook for the future.

EARLY MEASURES TAKEN—On the day we declared war every known German agent in the country was put into jail. At the same time means were provided for the registration of alien males, for their internment if they were considered dangerous, and for the exclusion of aliens from zones within which activities necessary for war-maintenance are going on. An Espionage Act was passed which aimed to check seditious propaganda in the newspapers and magazines.

REASSURANCE FROM THE ATTORNEY-GENERAL—Necessarily much of the work done by the Department of Justice had been kept from the public. Attorney-General Gregory assures us, however, that every day approximately 1,500 cases are brought to the attention of his department, that every case is investigated and dealt with according to its merits, and that a total of 3,900 convictions have been obtained by the Department of Justice since we entered the war. He explains that more than 200,000 citizens of tried worth and undoubted loyalty have been organized to help the department. He denies that dangerous spies have been paroled from internment-camps, and he points out that rumor has greatly exaggerated conditions as they exist.

UNFOUNDED RUMORS—Rumor undoubtedly has done much to excite the people. There have been numerous reports of ground glass in food, for example. Investigation of two hundred cases of this kind shows that in just one instance glass was placed in bread. It was found that a baker's apprentice had placed the broken glass in the dough to spite his employer, but neither the apprentice nor his employer was a German. Undoubtedly such cases have occurred in times of peace and attracted no attention. We read of fires in factories and munition-plants, and are led to believe they are of incendiary origin. The report of the National Board of Fire Underwriters for the past year states that not one fire has been clearly proved to be the work of alien enemies. Fire loss, indeed, has been grossly exaggerated, for the figures show that, considering the industrial expansion, the loss by fire in 1917 was not relatively greater than in 1913, before the Great War began.

CRUELTY RESULTING FROM RUMOR—But evil rumor will not rest. There are unfortunately some people always ready to believe the worst, and to repeat what they have heard. When they hear a remark derogatory to our institutions they do not stop to ask, "How do you know?" and thus make an effort to establish the authority for the report. A well-intentioned, but ill-balanced, patriot announced from the platform of a New York theater: "We have just received word from Washington that the entire Sixty-ninth Regiment has been

wiped out, with the exception of two men, or a few men." The rumor was totally unfounded, and was cruel in the extreme. Think of the needless pain and anxiety inflicted upon the mothers of those boys by such a report.

The grave effects of rumor are illustrated by the unfortunate events in Collinsville, Illinois, where a miner named Präger, who, it is now known, was innocent of disloyalty, was hanged by a mob. Attorney-General Gregory, in his address to the American Bar Association, made an appeal against such lawlessness. He said: "Whatever we may say about our causes for entering this war, we know that one of the principal reasons was the lawlessness of the German nation. For us to tolerate lynching is to do the same thing that we are condemning in the Germans. Lynch law is the most cowardly of crimes." He added: "It should stay the hand of any drunken zealot to know that such acts will be seized upon by our enemies as justifying severe reprisals on our soldiers in German prison-camps. Having sown the wind, we shall reap the whirlwind."

RECENT LEGISLATION—These mounting rumors and the repeated pleadings of the Attorney-General have induced Congress to provide adequate legislation. It is embodied in three new laws: The new Espionage Act, the Sabotage Act, and the act providing means for controlling the activities of enemy alien women.

THE SEDITION ACT—The Sedition Act provides a penalty of twenty years' imprisonment and \$10,000 fine for acts or utterances of disloyalty designed to obstruct the army draft or the Liberty Loan. "It would punish wilful and disloyal, profane, scurrilous, contemptuous, or abusive language about the American form of government, the constitution, the military or naval forces, the flag or uniform, and wilful utterances designed to curtail the production of war-materials."

THE SABOTAGE ACT—The Sabotage Law provides a penalty of thirty years' imprisonment and a fine of \$10,000 for injuring war-materials or interfering with war-industry.

These two laws, together with a proper suppression of espionage among women enemies—who are often most skilful, and hence most dangerous—will greatly strengthen the means by which the Department of Justice can deal with the enemy on this side of the Atlantic.

REMAKING THE ALIEN—In the beginning of this lesson it was pointed out that the nation's first action with the foreign-born at the outbreak of the war was necessarily to take measures of self-protection against spies and disloyal citizens. This has been the task of the Department of Justice. Early in the war the Government also began, as part of its plan for enlightening public opinion, the task of converting the large numbers of German-Americans and others of alien birth whose sympathies had, from ties of kinship, been to a greater or less degree with the Central Empires, into eager workers for the American cause in the war. In this the Government was aided by foreign-born Americans of unquestioned patriotism who saw more clearly than some of their people that the whole future of democracy was involved in the success of the American and Allied cause.

LOYALTY MESSAGES TO FOREIGN-BORN—The Committee on Public Information printed pamphlets on the war in many languages, including especially the enemy language, so that no one might have excuse for ignorance as to the causes that had impelled a peace-loving nation to go to war. "Loyalty leaflets," written by representative Americans of foreign birth, were printed and widely distributed, so that those who did not understand our language might nevertheless be made to realize their duty to the nation of their adoption. Recently the Council of National Defense, the Committee on Public Information, and the Bureau of Education have joined forces in a vigorous effort to transform the thousands of non-English-speaking foreigners from passive or even hostile dwellers in our midst into actively loyal supporters of America's just cause. This work has been undertaken in the conviction that the overwhelming majority of our citizens of foreign birth and

(Continued on page 95)

LETTERS - AND - ART

POSTERING THE WAR

EVERYWHERE THE POSTER has been drawn into the national service, but the nations would doubtless all yield the palm to the French. When the craze for making and collecting posters was at its height in the far distant past of the mid-nineties, the names of Steinlen, Willette, Forain were then in the lead of designers, and they are still at work. Steinlen, especially, has done some poignant things in behalf of war-charity appeals. The British posters designed by Frank Brangwyn and Spencer Pryse, like some of those produced by our American artists, are only less esteemed for being set in competition with the supreme merit of the French. New York, and doubtless a few other cities, had the inspiration of these appealing designs during the Liberty-Loan drive, and the show-windows along Fifth Avenue where collections were hung were sure to hold crowds of eager gazers studying the tragic as well as the inspiring messages they brought.

"For sheer nerve and the fullest expression of the spirit of the French soldier there is," in the opinion of Mr. W. H. Downes, of the *Boston Transcript*, "nothing to compare with Abel Faivre's indomitable, gay, and dashing *poilu* charging as he shouts 'On les aura!'" This poster was reproduced for our readers May 11; to-day we give one more French, and three German posters, the latter used during their campaign for the eighth war-loan.

Several exhibitions of French war-posters have been held in Boston, and in commenting on one of these Mr. Downes remarks:

"So far as sheer advertising punch goes, there is hardly a poster in the lot to compare with Steinlen's cherished masterpiece of yore, the condensed-milk poster, with the tabby-cats waiting for their dinner. The historic value of the war-time poster however, its interest as a document, more than offsets its occasional weakness as a design for street advertising. As Mr. A. J. Philpott says, in his introduction to the catalog, the artists of France have risen to great heights in giving ex-

pression in poster form to the feelings and spirit of the French people—the feelings and spirit that have been stirred to the depths in the whole nation by the Great War. In these posters have been visualized the heroism of the *poilus*, the bravery and dash of the colonials from Africa, the sufferings of the wounded, the pathos of the widow and the orphan, the flare of the battle-

front, and the grim determination of the whole nation to work and struggle and fight for victory. And, Mr. Philpott adds, 'the story of the Great War, as far as France is concerned, is told in these posters.' True, much of it is told, more merely hinted at, and still more that remains untold, and perhaps will always remain so.

"Not by any means all of the posters are of the heavy tragedy description; even four years of war and invasion have not altogether extinguished the gaiety and wit of the Gallic temperament. An instance of their semipiternal ability to rise above the depression and care of the weary time and to see the lighter and brighter side of things is Poulbot's delightful design showing a row of four little children, armed with toy rifles and flags, saluting a pair of wounded soldiers who are passing by. This was made for the 'Paris Day' in aid of war-work at the Hôtel de Ville, July 14, 1916. The poster by Forain, showing in a few lines the troubles of a soldier while trying to write a letter home, is another example; and there is an element of humor in several of the designs by Willette, one of which represents a sol-

dier on furlough embracing with ardor his lady-love, whom he finds at a sewing-machine, while his pet dog stands up on his hind legs as if to give him a welcome. . . .

"Two posters by Poulbot are admirable examples of mingled pathos and humor. His wounded soldier, with one foot bandaged up, reclining at his ease in a *fauteuil*, smoking his pipe and as free from care as a schoolboy out for a holiday, is delightful. As an artist said yesterday, at the press view, 'He doesn't want to get well!'

"Steinlen, Forain, and other celebrated poster artists are well represented in Mr. Spaulding's collection, which takes in everything. There are only two Italian posters among those exhibited. These are by Hazzo and Barchi respectively. Hazzo depicts an Italian soldier writing a letter home. Barchi is the author of that stunning Alpine poster in blue ink on white paper . . . the view of the snow-fields and glaciers



"FOR THE FLAG AND FOR VICTORY."

The figure of Victory seems to have left her place on the Arc de Triomphe and here holds aloft the tattered tricolor of victory while the hosts behind beat the drum.

and the towering peaks, and a zigzag road up which the troops with their great guns are toiling toward a pass in the far distance."

ALIEN ARTISTS HERE AND IN GERMANY

THE TREATMENT OF ARTISTS on the basis of enemy citizenship offers another contrast between Germany and the peoples she set out to conquer. Mr. A. E. Taylor, who sends some illuminating facts to the Boston *Transcript*, finds that "the point of view of the military authorities in Germany and in the United States is as far apart as our respective conceptions of the rôle of war in its relation to civilization." He reports how Germany promptly interned most of the foreign artists who happened to be caught there at the beginning of the war. Their lot might well be studied by those who lament the fate of Dr. Muck. A Boston dispatch announces that our Department of Justice officials, who have been investigating enemy aliens, said they regarded the arrest of Dr. Muck as "one of the most important since America entered the war." It is, then, only when the game is big enough that notice appears to be taken of such offenders. It may be remarked that the opera-singer who was credited with entertaining a party with a satirical account of the *Lusitania* sinking still finds an audience in New York for his art on the third anniversary of that event which has given continued satisfaction to many Germans. Other opera-singers occupy a debatable ground through their respective matrimonial alliances. Whatever suspicion may be felt among their audiences here regarding their public deference to America's war-purposes, it must be said that in their native countries, at least, they are looked at askance, and may perhaps never be able to return to Germany. Under a caption denoting "Unworthy Conduct of German Prima Donnas," the *Kölnische Zeitung* informs the Fatherland of the recent appearances here of Miss Frieda Hempel and Madame Matzenauer, one of whom is said to have been the idol of Berlin. Thus:

"The *Allgemeine Musik-Zeitung* reports that Frieda Hempel, a singer attached to the Royal Prussian Chamber, who is at present in America, has written a letter to the editor of an American musical weekly, dated New York, November 2, 1917, in the English language, of which the following is a [retranslation of the] German translation:

"May I ask you as expressly as possible to contradict the report that I have at any time refused to sing 'The Star-Spangled Banner' in Providence or elsewhere? I do not know how this report arose, since I have sung patriotic American songs in my entire autumn tour. I shall sing 'The Star-Spangled Banner' next Sunday at the beginning of my concert in Providence. (Signed) Frieda Hempel."

"According to the same authority, Margarete Matzenauer, singer to the Royal Bavarian Chamber, has had the following published in America:

"Altho I have sung in German in the Metropolitan Opera House, yet some of my greatest successes have been made in French operas like 'Samson and Delila' or Italian operas like 'Aida.' I have absolutely no feeling, to say nothing of sympathy, for Germany in this war. I first quickly aroused the fury of the Germans in San Francisco, where I sang 'The Star-Spangled Banner' in all my concerts. I have had American songs in all my programs this season, on the West coast, in New Orleans, Chicago, Cincinnati, and other cities."

Miss Hempel is given some sage advice by the *Des Moines Capital*, which expresses the conviction that she should abandon concert tours; but, it explains, "the men who manage these big concert tours usually are foreigners with no love in their hearts for the people of the United States, and just so long as we go crazy over foreign singers, just so long will we be helpless." The *Capital* declares:

"Frieda Hempel, a native of Germany, a charming young woman, a sweet singer, an alien enemy, is traveling in the United States collecting large sums of money from innocent and patriotic Americans. . . . It is announced that she does not hate this Government and that she is prepared to sing the 'Star-Spangled Banner.' It is also announced that she is engaged to marry an American patriot who is now engaged in helping the United States Government in some form or other. We would like to have Miss Hempel come upon the stage and announce that she hates the brutalities of Germany; she pities the poor people of Belgium who have been run over by the Germans; she sympathizes with the outraged women of Belgium and northern France. We would like to have her say that she curses the day when the Germans shot Edith Cavell and that she thinks that any nation that would sink the *Lusitania* ought to perish. We would want her also to say that she intends never to go back to Germany; that she has become an American and intends to so remain. Of course if she made

that kind of a speech she never would dare go back to Germany. If she did she would be imprisoned for life.

"But what is the effect of the work of Miss Frieda Hempel? She will sing beautifully. She has a charming personality and the highbrow men and women will go away from her concert declaring that a country which can produce a Frieda Hempel could not produce murderers and rapists. Miss Hempel's work acts as an explanation and a denial of the brutal work of her countrymen. The effect of such a concert is entirely unpatriotic. It strikes a note of discord when we are trying to get all our people together. German aliens have no right to ask the privilege of either playing or singing in the United States. What would the German Emperor do to John Philip Sousa if he attempted to perform in Berlin? It is not necessary for Americans to be as brutal as the Kaiser. But it has come to the point when Americans must stand up for their country and their countrymen. If Miss Frieda Hempel sings in Des Moines she ought to be treated as a lady. That is the American way."

Zeichnet die Achte!



"SUBSCRIBE TO THE EIGHTH."

This poster, urging the eighth German war-loan, is reproduced from the *Frankfurter Zeitung*, where the further admonition is printed: "'Volunteers to the front' is the cry once more before the end of the war—not for the rain of rifle-bullets nor for the hail of shrapnel; not for the sharp hand-to-hand conflict nor for the courageous exploration of death. The Fatherland sounds the charge, 'Subscribe to the War-Loan.' Who will lag behind? So, every man to the pay-line."

The answer to the question about what the Kaiser would do to John Philip Sousa is contained in the following letter to *The Transcript* from Mr. Taylor:

"At the outbreak of the war a great many foreign artists were resident or traveling in Germany. With few exceptions they were seized and placed in internment-camps. Later they were concentrated in Ruhleben. These men were not seized for cause, but merely because they were citizens of countries against

whose fathers were British subjects who, living in Germany, had married German women and the children born in Germany were technically British subjects, tho most of them had never been outside of Germany and could not speak a word of English. These men were given relief from the conditions of their own camp through the aid of a fund raised by Prince Max of Baden. The camp was also liberally sprinkled with German spies.

"The British organized the camp in the most energetic fashion and made life as bearable as possible. George Ferguson, the well-known vocal teacher, gave lessons to aspiring voices that he had discovered in the camp, and was one of the kitchen managers.

"Most of the men were of no military value whatsoever. Nothing was gained to Germany by keeping them in Germany; no military gain could have come to the enemy by permitting their release. Practically speaking, every artist of enemy citizenship in Germany was interned, and interned under conditions that bespoke no consideration of their antecedents or qualities. With this must be contrasted the situation in the United States, where artists of enemy citizenship are not even classified as alien enemies under the law."



which Germany had declared war. Dr. Muek was arrested for cause nearly one year after declaration of war against Germany.

"The writer surveyed the Ruhleben camp in 1916, and was never able to understand why the general conditions of this wretched camp did not arouse protest on the part of German artists against such treatment of fellow artists. The Ruhleben internment-camp is located in a race-track to the west of Berlin. Here were thrown together painters, sculptors, musicians, singers, actors, university professors, and a great many business men, to whom were gradually added the crews of merchant ships and trawlers captured at sea. Here were also gamblers, jockeys, and prize-fighters, and criminals from England and France who had found a haven in Germany before the war. These men were of all ages, from boys of sixteen to men of over sixty-five. The quarters were crowded, dirty, inadequately heated; the roofs leaked and were never repaired; all of the equipment was of the crudest and most primitive type; the men were literally herded in.

"Ambassador Gerard upon repeated occasions in diplomatic documents, and later in public, protested against the conditions, which were carefully surveyed and described in a report by the Boston lawyer, Ellis Loring Dresel, now attached to the American legation in Bern. The food conditions were entirely inadequate, both from the standpoint of quality and quantity, altho this made less difference with the men, since most of the interned men were supplied with food from the outside. In the camp were hundreds of so-called pro-German Englishmen,

NO RELAXATION IN COLLEGE WORK

A COLLEGE PROBLEM of great importance emphasizes itself as the season of graduation approaches. Last year at this time we were going through the first days of our war, and many of the men who were needed in the ranks were on the eve of graduation. To stimulate the enlistment of these men, points out *The Vanderbilt Alumnus* (Nashville), "many of the colleges took rather revolutionary measures in the matter of granting degrees. Few of the men who had already made good records were permitted to fail of graduating by reason of having left the classroom for the training-camp." This college journal sets its face against the precedent seemingly here established of giving a college degree for anything other than scholastic work. It therefore warns against a repetition of last year's expedient:

"Now we are approaching the end of another scholastic year. The class of 1917 having been eased down, the juniors of that year are wondering what consideration they are to get. The war may go on another year, and another. Certain colleges are exhibiting symptoms of unsteadiness. It is felt that the boys must be encouraged, that patriotism must be stimulated. Not merely in the interest of the class of '18, many of whom are already in the Army, but as a war-time measure of general application, various suggestions are being canvassed. Some would make the college course shorter and easier. Others propose that military service and the corresponding studies be credited on work for a degree. These are but symptoms of a trend, a general tendency, toward relaxation.

"All this should be sternly set aside. The general flurry of patriotic demonstration of which any special relaxation in 1917 was but a part was justified by the exciting events of those early months. War was a new experience for our people, and we were not sure just how we should bear ourselves. The moment was exceptional, and exceptional measures were warranted. But war does not alter the essentials of education. As a matter of fact, it only serves to put a premium upon them. The colleges and the college men of to-day are proving their worth as never before. The ultimate value of their standards has been certified to by the final test of human need. It would seem, therefore, a time to reaffirm those standards rather than to revise them.

"Every possible recognition should be given to the abnegation and patriotism of the young men who have entered the Army. Whatever others may be giving to the cause of human liberty, they give more. But it is no real favor to them to encourage or to permit them to obtain academic degrees on any basis except that which is universally recognized as the just one. It would be quite as logical to allow a young man to offer for credit the experience which he gets from the hard knocks of business life as to fancy that service in arms might be a substitute for study. The record of the college men in this war is already a crown of glory for the institutions which trained them. To wear that crown the colleges must go on doing the same kind of work—better, if possible, but certainly not worse. The soldier's own sense of honor would blush over a degree for which he had not paid a fair price."

VINDICTIVE VANDALISM'S WORST

THE MELTING DOWN of the historic *carillons* of Belgium seems to an English writer, Mr. E. B. Osborn, "the worst of all Germany's acts of vindictive vandalism." Last week we gave quotations from the pastoral letter of Cardinal Mercier, in which he emphasized the religious significance of these bells the Germans have taken to melt for ammunition, a letter in which he also tried to console his flock for their loss. Mr. Osborn in *The Illustrated London News* gives another side of the German enormity, which was prompted, he says, not merely by the desire to obtain metal for munitions. "It was primarily inspired by the wish to hurt and humiliate the little nation that so steadfastly refuses to accept the blessings of *Kultur*—those precious balms that break the head and the heart also." Mr. Osborn protests that he feels this latest barbarity even "more than the deliberate wrecking of Reims Cathedral, so rich in the 'frozen history' of the world's greatest civilization."

"In the days of peace, when Mr. Josef Denyn, the greatest living executant on the keyboard *carillon*, gave recitals at Malines, the great market-place under the vast shadow of St. Rombold's Tower (which would have been the loftiest in Christendom if the stone for the spire had not been carted off to build a fortress in Holland) was always crowded, and the crowd invariably included hordes of German visitors who professed the greatest admiration for the famous *virtuoso*, his wonderful instrument, and the Flemish art of bell-music. 'Ach!' said one of these listeners from Epicurus's sty in the summer of 1910, when the great contest was held there between the most skilful *carillonners* of Belgium and Holland, 'we have nothing like dot in Shermans.' That was just after Mr. Denyn had played 'Rule Britannia' in honor of the English visitors, and I well remember the magnificent effect of the deep, thrilling voices of the huge bells in the bass octave: they seemed to come from a more remote horizon than that of the blue sky over the Groote Market—it was as tho the unseen aerial player had persuaded the far-off sea to help out his harmony with its profound notes of thunder. That obsequious German chose the psychological moment for his compliment; probably he wanted to borrow money or cadge a meal, for I had the greatest difficulty in getting rid of him. He belonged to the class of Prussians-on-the-make of whom it has been said, if you put them out by the door they climb back through the window."

"Perhaps he was one of the cunning students of Flemish mentality who have shown the German war-lords how to hit the Belgians in a tender spot of the national consciousness. It will be a sore and ranking wound, for the poorest peasant in Belgium is a connoisseur of bell-music, and those who live within hearing of a fine *carillon* know the names and tones of each individual bell. Laborers toiling in the fields, tho sure that the fruit of their toil will be stolen, and old women seated at the decrepit spinning-wheels their grandmothers used, will sadly miss the soft elegiac airs or bright, joyous ditties which come across the long levels of the brooding landscape from towns where 'the passing hour sings.' For the famous *carillons* at Malines and Bruges and Antwerp, and many another historic town, are not the exalted and exaggerated barrel-organs which are common enough in England. Each bell has its clavier, and the *carillonner* interprets each piece of music, making the most and best of the personality of his instrument and his own."

Mr. Osborn quotes approvingly Van der Straeten, "a good judge indeed of bells and bell-music," who said, "A fine *carillon* is as precious as a violin by Stradivarius"—

"Indeed, it is so, and previous invaders of this battle-field of Europe have almost always spared a fine set of bells, being too intelligent in affairs of art to recast the suave, shimmering bells of Dumery, or the gay, dulcet-clear bells of the Hemons, into cannon. Why, even during the 'Spanish Fury' the *carillons* were not destroyed. They were preserved, but carried off and installed in some Spanish church-tower. Even when the French revolutionaries invaded Belgium in 1793, they so refrained their iconoclastic zeal as to spare the ancient *carillons*, such as that of Malines, in spite of the decree of the National Convention: 'That there shall be left only one bell in each parish church; that all the others shall be placed at the disposal of the Executive Council, which shall provide for taking them to the nearest

foundry that they may there be made into cannon.' The brazen clangor and thunderous huff-snuff of cannon were the very idiom of the gospel of the French Revolution. But the Latin folk, if they lose religion, love art all the more—and they have never, in their utmost ecstasies of violence, been capable of the stupid and vindictive crime which the German invaders have just perpetrated in Belgium."

"Mr. Denyn will play no more, alas! on the beautiful Hemony



BREAKING THE BACK OF WAR.

The "Eighth" loan here seems to promise an end to the war and its ruinous expense. *Krieg* (war) has its back broken.

bells at Malines, or on the Dumery set at Bruges, which he did not like quite so well."

FRANCE AS OUR TEACHER—Gratifying to those who are representing us in France in fields not actively those of combat comes the word that our relations with France are being cemented in the universities and colleges of the United States. The *camaraderie* of the battle-field "should be strengthened and made permanent by a new emphasis given to the study of the institutions and thought of the two countries," says the editor of *The Franco-American Weekly*, a journal which appears in Paris on Saturdays. We read:

"At a time when American soldiers are fighting side by side with French and British to stem the German tide and save the Atlantic democracy, it is interesting to read fresh proof of the definite elimination of the German influence in America. Too long American industrial and municipal life has sought for German models, too long it has been hypnotized by that dire word 'efficiency,' and too long it has overemphasized German intellectualism and neglected the finer fruits of French culture. 'German has fallen on evil days,' writes a friend from a great American college of the East. 'French classes are filled to overflowing. But the German is going begging. Of course the reaction to German literature may go too far, but what would you have? And the emphasis thrown on France as a place for study and as a source of influence for America is a fine thing; we have needed it too long. Not long ago an elderly Frenchman, in mourning for his son who was killed on the Western front, gave a very clear lecture here on the French spirit, and he managed to say something, too, in his hour with an audience who only half understood French. I shall not forget his saying that in these days when practical efficiency means so much for France, the French had always believed in educating a man to be a man first and then an engineer, and that that is the strength of France.'"

RELIGION-AND-SOCIAL-SERVICE

THE "BIBLE OF AMIENS"

HOW MUCH THE IMPIETY of the Hun has increased in fifty years may be measured by Amiens. In 1870 the city fell captive to the German armies under von Goeben, but it suffered no injury at their hands; to-day the hordes of the Rhine are battering down the old medieval capital

can produce a similar effect of overwhelming grandeur and soaring magnificence." His description, of which our illustration is a graphic representation, proceeds:

"Apart from the general harmony of the proportions, much of this effect is due to the rare combination of mighty power and inimitable elegance of the columns with their engaged shafts which support the clearstory and divide the lofty nave from the aisles. The same union of grace and strength continues to strike the beholder with wonderment as he wanders round the choir to the apse with its radiating corona of seven chapels. The extreme length of the building is 442 feet, the width across the transepts 194 feet.

"The plan of the cathedral is due to Robert de Luzarches, who began the building in 1220. The roof was placed in 1288, but the towers remained unfinished until the fifteenth century. The amazingly rich and varied sculptural adornment of the exterior, and particularly of the west front, dates from the best period of Gothic art, and helps, more even than proportion and planning, to make Amiens Cathedral one of the world's wonders of art. Statues, reliefs, ornamental tracery, pilasters, gargoyles, decorated buttresses, and pinnacles are applied to the fabric with a profusion that is bewildering at the first glance, until the eye becomes adjusted and discovers order and perfect rhythm, where everything at first seemed dazzling confusion.

"The whole Bible history is chronologically told in the quarterfoil reliefs on the basements. In the tympanum over the central door is a superb relief of 'The Last Judgment'; the voussours are filled with figures of martyrs, saints, and confessors so perfectly designed as to bring Gothic sculpture into touch with classic art. All these figures were originally painted and gilded, but of this polychromy no trace is left to-day.

"Justly famed is the portal of the south transept, which vies in richness of sculptured adornment with the main portal. The crowning feature of this lateral door is a wonderful 'Virgin and Child,' resting on the jamb which divides the portal in two. The Virgin's nimbus is supported by three flying angels. The figure has a delicacy of feeling, a grace of pose, and a beauty of style superior even to the famous smiling angels of Reims. The group certainly must be ranked among the masterpieces of Gothic sculpture. To a much later and more florid period belongs the remarkable series of the St. Firmin reliefs, erected as a screen round the choir. They are extraordinarily animated, and more pictorial than sculptural in character, but their craftsmanship is impeccable.

"It has been the happy fate of Amiens Cathedral to escape the destructive mania of the Revolution, which played such sad havoc with most ecclesiastic buildings in France. The external sculptures have remained absolutely in-

tact, apart from the inevitable effect of time and weather. The modern Hun is thus finding plenty of scope for his ruthless work of destruction."

Mr. Arthur Symons contributes to *The Pall Mall Gazette* one of his remarkable specimens of poetic prose with the cathedral as his theme:

"Within and without, Our Lady of Amiens is like a precious casket adorned for some priceless jewel. Every part has the finish of a miniature, and there is something actually dainty in this vast church, in which a singular precision in its proportions never becomes a mechanical regularity, is never cold, but retains



THE VISTA OF AMIENS CATHEDRAL.

No parallel exists in the world, save perhaps in Sta. Sophia in Constantinople, to the impressiveness of the spring of these arches. The windows at the end are reported at present as being shattered by German shells.

of Picardy, making a special target, as is their wont, of the cathedral. If they come no nearer than the ten miles where they now stand, the west front, which was called by Ruskin the "Bible of Amiens," may escape their devastating hand. Shells have hit the apse and the glorious windows of old glass set in there, and done some damage. The praise of the cathedral has been sung by many. Its loss would not be another Reims, because these old medieval builders never repeated themselves. Reims is one thing; Amiens another. "It is doubtful," says "P. G. K." in the *London Daily Chronicle*, "whether any other interior, save perhaps that of Sta. Sophia at Constantinople,

always the heat of that first 'excitement' out of which it was first created. The facade is set up against the sky like a great frontispiece of images to a printed book—the book which Ruskin has called the 'Bible of Amiens.' It is an immense stone page, as if engraved on the sky, and it is at once severe and sumptuous.

"At the sides and back flying buttresses leap out and seem to cross in the air; and the narrow strips of wall between these flying buttresses are full of nervous elegance. It is as if the plan had been living from its first sketch in the brain of Robert de Luzarches, and had grown organically, statues, reliefs, ornaments all coming into their places alive already.

"Inside we see the Pointed Gothic in its supreme elegance. The whole church gives itself to you from every point, open to the eye as it is open to the light. The slender columns go up in straight, thin lines, widely spaced, with great breadths of clear windows between column and column. There is but little decoration, but in that decoration every touch is a refining of some structural line, a clothing of some nakedness of space.

"It is with a fine, significant sense of imaginative design that the builder of this, the greatest house made with hands, has set, high up, at the edge of a parapet, a row of winged monsters, leaning over like great carrion-birds that have swooped down there in their flight across space."

GERMANY CONFESSING HER SINS

GERMANY'S FRANK INVENTORY of cathedrals and churches destroyed or rendered unserviceable in Belgium and France is not as scrupulous as her report on stolen pocket-handkerchiefs, high grade watches, et cetera. To frighten Spain and any other neutrals against siding with the Entente Allies, Germany distributes in Spain a bill of particulars of her operations of frightfulness, omitting, however, the toll taken in human lives. The document is given publicity in the press at the instigation of the State Department in Washington. So we have authentic guaranty of the German's own word for his confessions, tho the New York Sun observes that on a comparison of his estimate "with the estimate of impartial investigators from neutral nations at the time of the Belgian invasion, the Germans understate their accomplishment." There is also a pitiful implication that the work was one of retributive justice. Says the German statement:

"Due to the treachery of Cardinal Mercier and other priests, who did their utmost to stir the priests against the good-hearted German soldiers, they were forced to teach a severe lesson to the Belgian and French Catholics.

- "Cathedrals destroyed, 4.
- "Rendered unserviceable, 8.
- "Churches destroyed, 27.
- "Rendered unserviceable, 34.
- "Total, 73.

"In Poland also a large number of churches have been destroyed for military reasons. The figures concerning these have not yet been published.

"As a result of the stupid stubbornness of the Belgian people in continuing the struggle after their bloody and final defeat on the battle-field the German officers were forced against their will to impose punishments on many rich individuals and wealthy cities. This has contributed the following amounts to the German Treasury:

- "Punishments, 87,000,000 pesetas. [One peseta, twenty cents.]
- "Security, 13,000,500 pesetas.
- "Reprisals, 15,750,000 pesetas.
- "Forced contributions, 4,320,850 pesetas.
- "Total, 120,071,350 pesetas (\$24,014,270)."

Of a piece with this reasoning is that offered by the *Nord-deutsche Allgemeine Zeitung* of the responsibility for the death of the legal adviser to the Swiss Legation at Paris through the hit made by the long-distance gun on the church of St. Gervais during the Good-Friday service. The following, which will exhibit the twistings of the German mind in evading responsibility for the death of a neutral, appears in the Berlin paper under the label of "French Shamelessness":

"As already announced, the German Government, through the legation at Bern, has expressed its condolence in the matter of the

tragic death of Mr. Stroehlin, Counselor to the Swiss Legation. Also, in reply to the wish of the President of Switzerland, it discontinued the bombardment during the funeral ceremony in Paris, in order to honor the grief of the Swiss people and to show the sincere sympathy of the German people. All the more painful must it then be to the neutrals when the French exploit so great a mishap for the purpose of propaganda. All the ostentatious expressions of sorrow to which President Poincaré and his



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"GIVE HIM A FOUR YEARS' UNIVERSITY COURSE IN ONE."

—Darling in the New York Tribune.

Government have given utterance can in no way really cover up the great guilt which this misfortune imposes upon them. Paris is a fortified place, and in the present offensive is one of the most important railroad points and channels for the transportation of troops. It is also the site of numerous important war-industries. The military command and the most important offices are found here. Paris is the center not only of the French but of the entire Allied direction of the war. As such it must be bombarded. The terrorizing of the civil inhabitants is not purposed, but upon military grounds Paris must be bombarded. When a fortified place is bombarded in the course of the operations of war, bombarded in all quarters by hostile guns, when it is thus exposed to the fortunes of war so that subterranean protection must be furnished for the population, when the well-to-do classes, according to the reports of the Paris papers, flee by thousands, and still the Government can not make up its mind to strip the city of its military character, then it is criminal to permit to remain in this dangerous situation the non-combatant population, which can not of itself remove itself from danger. And if the Government out of sheer obstinacy does not change its seat and does not thereby remove the neutral diplomats from hourly danger to life, it at least ought to have this much of a feeling of shame—that it do not exploit such a mishap, as is already referred to above, for the purpose of propaganda."

Returning to the German confession of crimes to overawe Spain, it may be that the terror to be inspired by the loss of "high grade watches, 417; average watches, 5,016; underwear, 18,076; embroideries and women's handkerchiefs, 15,132; umbrellas and parasols, 3,705; silver spoons, 1,876; bottles of champagne, 523,000," would to a Prussian consciousness outweigh the depression due to a loss of liberty; but more impressive for the world's judgment of its authors is the paragraph that follows regarding the 50,000 British prisoners claimed by Germany—a

total that does not include any taken during the recent drive in Picardy and Flanders:

"Altho to these figures the English oppose 124,806 German prisoners taken by them on the Western front, it must be remembered the English treat their prisoners with notable kindness (*blandura notable*), while the régime imposed on the English prisoners by the Germans is one of extreme rigor, so that the Germans, with a small number of prisoners, have secured a much superior moral effect. Besides, to the 2,264 officers and 51,325 soldiers must be added the several thousand English prisoners that have died in consequence of disease, scanty food, and other accidents in German concentration-camps."

BISHOP LAWRENCE'S CRUSADE

NO TASK "more patriotic, more humane, more profoundly religious" has been undertaken than that to which Bishop Lawrence, of Massachusetts, has devoted his time, strength, and talents. This in the characterization of *The Congregationalist* (Boston) is the effort of the Bishop in arousing the people to an understanding of their share in the protection of the soldiers from the diseases due to vice. It is a conspiracy of silence which fosters these plagues, he maintains; and he sets himself to "drag the facts out into the open" and demonstrate that "the soldier or sailor is in more danger when he is back home than when he is in camp or on duty across the sea." Bishop Lawrence started his campaign with an address before the Harvard Medical School, which is printed in full in *The Living Church* (Milwaukee) for March 9 and 16 and in *The Churchman*, March 16. In it he shows the high percentage of "cases" which the drafted Army exhibits, and declares that since the Army comes from society "the recruits have shown the conditions of society"—

"The danger is not in the Army, but in the city, not so much in France as in the industrial town and country village. I need not repeat the facts. If we are to support the Army and win this war, there has got to be a tremendous cleaning up of ourselves, our own neighborhoods, our streets and theaters, our hotels and resorts. Yes! Education and warning must enter the homes of the innocent for their protection. . . ."

"I challenge the newspapers of this country, those with great circulation, to place upon their front page not two or three startling statements with sensational head-lines, but such a succinct statement of the facts as the Medical Departments of the Army and Navy are ready to give them, revealing the conditions of society in relation to the Army. It is a war-question as vital as food and fuel. They say that the people do not like such facts; they offend their taste. Let the people try the people."

"It is time that the lid be off and men and women meet this problem as they have met diphtheria and tuberculosis. Of course there is a difference. The finger of scorn will point at the victims. Doctors can not report their cases to the public. We are not an army. No, we are not: but must we therefore do nothing and continue to poison our Army? But if people begin to talk about such things it will lead to improprieties."

"People are talking. You are talking. I am talking. Our boys and girls are talking. The stage is talking. Why not come out into the open and let the talk be healthy, sane, medical, and practical?"

Thus far we have "little more than estimates" of the number of centers of social infection, and the Bishop sounds a mandate "to get the facts":

"Compel by law the reporting by physicians or others of every case, not by name, but by number, for if names are to be given, the danger of publicity may defeat the purpose; the law will be evaded. The number once reported by the physician, he or his successor can be held to account for the patient, and if the patient evades the law, his name will go on record."

"Establish 'approved clinics' throughout the State, where adequate treatment may be had, free to the poor, a small charge as a rule. The purpose of these clinics is to stop the disease and make the patient harmless to others. Instead of salvarsan, a similar remedy, arsphenamine, will be used and also distributed free to physicians, for every motive must be brought to bear to use the best methods."

"Follow-up work by social workers from the clinics."

"The building of hospitals for these diseases."

"As to the social methods. The first aim is breaking up the alliance between vice and alcohol. Every expert that I have read, every medical officer that I have talked to, every officer of the Army—one of the last was Gen. Leonard Wood—says the greatest obstacle is alcohol. Stop the men drinking and you have won more than half the battle. The Government has acted to protect our soldiers and sailors. Why should not the same protection be given our munition-workers, our ship-builders, and the whole people? I say no word here about constitutional prohibition; whether in great industrial States more or less alcohol may be drunk under that form of prohibition allows of differences of opinion. But of this I am clear, that during the war the same protection should be given all the people as is given our soldiers and sailors; and I am confident that the war-motive which supports the enforcement of our Army would support the enforcement for the whole people. Meanwhile I believe that it is the patriotic duty of every citizen to do what he expects the man who is giving his life for him to do, abstain from alcoholic drink."

A special correspondent of *The Evening Sun*, Thomas M. Johnson, writes from Paris that only 500 men of the 500,000 American soldiers in France are in hospitals with ailments due to vice. This, he says, "is believed to be the best record made by any army in history."

A TURNVEREIN TURNS TO THE RIGHT

THE RED CROSS will benefit to the extent of \$25,000 by the gift of property valued at that figure by the Turnverein Club of Joplin, Missouri. *The Globe* of this city sees here a precedent that ought to have country-wide imitation. With the vote of this gift was passed a vote to disband for all time, and the members, as *The Globe* asserts, "deserve more than the approval of their fellow townsmen and the happiness that good deeds bring."

"They deserve the honor of starting a country-wide move that would, should it generally prevail, result in magnificent help for the Red-Cross work and welcome proof of the sincere loyalty of the great majority of the German-born or German-blooded people of our land."

"Should there be any who decline to accept the simple gift of valuable property as a proof of the spirit behind it, let them read again the statement of the attitude of the Turnverein society in Joplin, and particularly the following extract:

"We must realize the vastness of the change of conditions. . . . It is a unique situation, but it is a surprisingly clear and plain situation. We left one country. Why? Because we were not satisfied with our conditions. We entered another country with the full knowledge (unless we were lunatics) that we had to abide by the rules and conditions imposed by this new country. The new country was very lenient with us. We hardly knew that we were being governed. To us this war comes like a bolt of lightning out of a clear sky. We are awakened from a dream, awakened to the realization that when we changed countries it was also our duty to change our sentiments and sympathies. The object of the Verein is to advance German customs, German habits, and the German language. This is, under the conditions which have arisen, intolerable and impossible. Our countrymen can not and will not and should not be expected to countenance the existence of our Verein."

"This is the statement that was circulated by the Verein committee when the members of the club were being presented with the proposition of giving their property to the Red Cross. It is a statement so frank and unambiguous as to leave no doubt about the feeling of the persons who indorsed it in so striking a way. It explains comprehensively, even if in few words, the revolution in mind that Germans in America have undergone, or must undergo, and it points out unmistakably the only sure foundation on which their continued citizenship in the United States must rest."

"It perhaps would be presumptuous for the Joplin Verein to have publicly invited like organizations in other cities in this country to follow its lead, but the invitation is plain enough, notwithstanding. It has set an example richly deserving emulation. As an organization, or as the particular organization it happened to be, it could do no more than it has done to help win the war and to preserve a united, enthusiastic American citizenship."



"My credit is rising high
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It supplies those important vegetable food elements which are positively necessary to health and vigorous condition.

With the stimulating meat juices of selected beef we combine choice potatoes, rutabagas and carrots—diced, also Dutch cabbage, Country Gentleman corn, baby lima beans

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CURRENT POETRY

THE twilight of spring evenings, the warm soft nights of early summer—how grateful they are after the long cold blackness of the winter's dark. Each year the procession of the seasons inspires the bards to new lays, and even the mad welter of war can not keep the poet from the melodious worship of nature. Here is a poet, right in the heart of the war—he is the war-correspondent of the *Chicago Daily News*—remembering the spring nights that are past. In his "Hours of France" (E. P. Dutton, New York), Paul Scott Mowrer says:

SPRING NIGHT

BY PAUL SCOTT MOWRER

High in my window I lean to the night and the wind.
Spring, and the potency of passion its labors distill,
Course to the quick of me: far in a lap of the hill,
I would be wandering whither the wild in me will—
Breathing the perfume of earth, of the rain-flooded
grass,
Merging my life in the life of all creatures that
pass,
Winging with birds, drinking deep with the oak
by the rill—
Lost in the ache and urge of the night and the
wind.

Conrad Aiken takes night for his theme in his latest volume, "Nocturne of Remembered Spring" (Four Seas Company, Boston). This is how his nocturne begins:

NOCTURNE OF REMEMBERED SPRING

BY CONRAD AIKEN

Moonlight silvers the ghostly tops of trees,
Moonlight whitens the lilac-shadowed wall;
And through the soft-starred evening fall
Clearly as if through enchanted seas
Footsteps passing, an infinite distance away,
In another world and another day.
Moonlight turns the purple lilacs to blue,
Moonlight leaves the fountain hoar and old,
Moonlight whitens the sleepy dew,
And the boughs of elms grow green and cold . . .
Our footsteps echo on gleaming stones,
The leaves are stirred to a jargon of muted
tones. . . .
This is the night we have kept, you say:
This is the moonlight night that never will die . . .
Let us return there, let us return, you and I—
Through the gray streets our memories retain
Let us go back again. . . .

Mist goes up from the rain-steeped earth, and
clings
Ghostly with lamplight among drenched maple
leaves,
We walk in silence and see how the lamplight flings
Fans of shadow upon it . . . the music's mournful
pleas
Die out behind us, the door is closed at last,
A net of silver silence is softly cast
Over our dreams . . . slowly and softly we walk,
Quietly, with delicious pause, we talk,
Of foolish trivial things, of life and death,
Time, and forgetfulness, and dust and truth,
Lilacs and youth.
You laugh, I hear the after-taken breath,
You darken your eyes, and turn away your head,
At something I have said—
Some tremulous intuition that flew too deep,
And struck a plangent chord . . . to-night,
to-night,
You will remember it as you fall asleep,
Your dream will suddenly blossom with sharp
delight. . . .
Good-night! you say . . .
The leaves of the lilac softly dip and sway,
The purple spikes of bloom
Nod their sweetness upon us, and lift again,
Your white face turns away, I am caught with
pain—
And silence descends . . . and the dripping of
dew from the eaves
And jeweled points of leaves.

After this successful and charming example of the more modern manner it is

interesting to turn to one of the great masters of the Victorian era. Swinburne's "Posthumous Poems" have just been published by the John Lane Company. There we have a nocturne in the ancient manner, full of that music which Swinburne knew so well how to evoke:

EVENING BY THE SEA

BY ALGERNON CHARLES SWINBURNE

It was between the night and day,
The trees looked weary—one by one
Against the west they seemed to sway.
And yet were steady. The sad sun
In a sick doubt of color lay
Across the water's belt of dun.

On the weak wind scarce flakes of foam
There floated, hardly borne at all
From the rent edge of water—some
Between slack gusts the wind let fall,
The white brine could not overcome
That pale grass on the southern wall.

That evening one could always hear
The sharp hiss of the shingle; rent
As each wave settled heavier.
The same rough way. This noise was blent
With many sounds that hurt the air
As the salt sea-wind came and went.

The wind wailed once and was not. Then
The white sea touching its salt edge
Dropt in a slow low sigh: again
The ripples deepened to the ledge,
Across the beach from marsh and fen
Came a faint smell of rotten sedge.

Like a hurt thing that will not die
The sea lay moaning; waifs of weed
Strove thro' the water painfully
Or lay flat, like drenched hair indeed,
Rolled over with the pebbles, nigh
Low places where the rock-fish feed.

One more nocturne, this time from *The New Republic*:

NOCTURNE

BY ROBERT SILLIMAN HILLIER

Chords, tremendous chords,
Over the stricken plain,
The night is calling her ancient lords
Back to their own again.

Vast, unhappy song,
From incalculable space
Calling the heavy browed, the strong,
Out of their resting-place.

Far from the lighted town,
Over the snow and ice,
Their dreadful feet go up and down
Seeking a sacrifice.

And can you find a way
Where They will not come after?
The vast chords hesitate and sway
Into a sudden laughter.

From Pennsylvania, this time from Williamsport, comes another little magazine of verse, *The Sonnet*, in which California's sweet singer tells us how he watched the stars set.

THE SETTING OF ANTARES

BY GEORGE STERLING

The skies are clear, the summer night is old.
The foamless ocean reaches to the West,
With troubled moonlight on its tranquil breast,
Weary of grief eternally retold.
Now is that hour when winds and waters hold
A truce of silence and inducing rest,
And now, like ocean-eagles to their nest,
The stars go seaward, silvery and cold.

Antares, heart of blood, how stir thy wings
Above the sea's mysterious murmurings!
The road of death leads outward to thy light,
And thou art symbol for a time of him
Whose fated star, companionless and dim,
Sinks to the wide horizon of the Night.

We turn from the stars to the moon,

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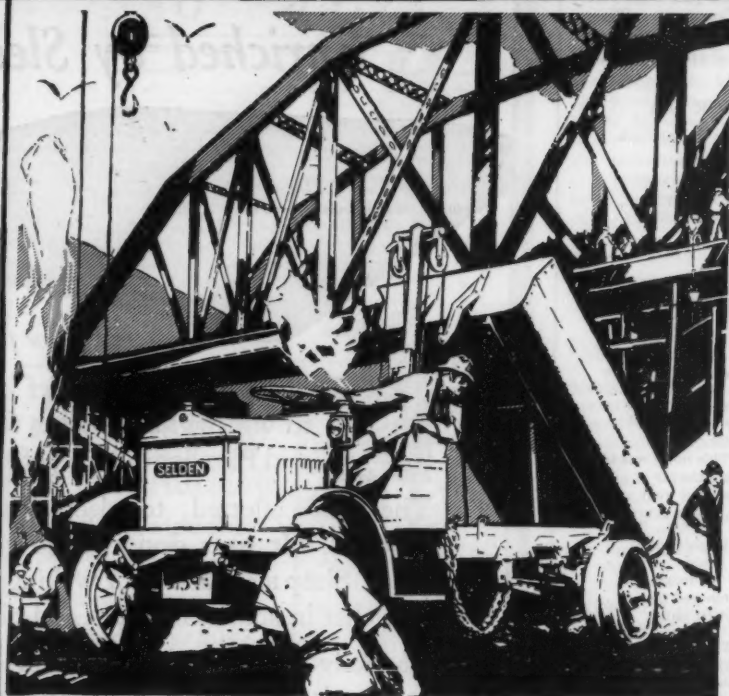
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which Cale Young Rice celebrates in "Wraiths and Realities" (The Century Company, New York).

MOON FLIGHT

By CALE YOUNG RICE

That wingless bird, the moon,
With silvery fantom breast,
Flutters around the earth
And can not find a nest.
Her mystic plumes are molted
Each month, and dropt to men,
But ever does nest yearning bring
Their beauty back again.

Leyland Huckfield in *Contemporary Verse*, Philadelphia's magazine of poetry, has this vivid piece of description:

AN APRIL NIGHT

By LEYLAND HUCKFIELD

Some loose thatch on the farm barn fluttered as
we went through the lane
And the sweet, wet stars looked down, like the
lights of Malvern town
After the warm-breathed valley has been washed
by twilight rain.

Far up the tops of the elms were roaring, a hundred feet or so,
And the old barn's battered vane was creaking a wild refrain
As it pointed away to the hills where the waning moon was low.

And little we recked of dripping branches and brown mud under our feet,
For we walked to the pulse of Spring—an aching, riotous thing—
In a dim Arcadian quiet filled with the ripple of green wheat—

Till we came to the broad highway that leads from village to sleepy town
And lingered a moment there like lovers that unaware
Come to an ancient, magical road that leads to a land unknown:

For the broad highway went winding away to where the low moon shone:
Like a ribbon of bridal white it ran through the fragrant night,
It ran through the fragrant night, it seemed, to the moon, and on, and on.

But the yellow moon drew down at last the long black hills behind;
And, treading the dewy sod, it seemed that a love-lorn god
Was abroad—for a far-off nightingale was flinging his soul on the wind.

And the apple-blossoms were falling, falling, and drifting into the lane—
And we walked like lovers dead—who had not, living, wed—
We were too full of awe to kiss when we came to the house again.

From *Contemporary Verse* we take another charming moon poem.

MOTHER MOON

A Lie-Awake Song

By AMELIA JOSEPHINE BURR

The moonlight is shining
So white through my window.
The moon has been walking
All night through the sky,
The way that my mother
Comes walking on tiptoe,
When I'm thinking how slowly
The dark's going by.

The Sun is the father,
The Moon is the mother,
And the stars are the children
Awake in the night.
She stoops down to kiss them
And tuck in the covers,
And when she is going
She leaves them her light.

REVIEWS - OF - NEW - BOOKS

In deference to some hundreds of requests from subscribers in many parts of the country, we have decided to act as purchasing agents for any books reviewed in *THE LITERARY DIGEST*. Orders for such books will hereafter be promptly filled on receipt of the purchase price, with the postage added, when required. Orders should be addressed to Funk & Wagnalls Company, 354-360 Fourth Ave., New York City.

FICTION OF THE SEASON

Angellotti, Marion Polk. *The Firefly of France*. Pp. 363. New York: The Century Company. \$1.40. Postage, 12 cents.

Adventure, mystery, love, horrors of war, hairbreadth escapes, intrigue, murder, patriotic service, loyalty, and death—all these go to make up this startling and thrilling detective romance. No harrowing detail is missing in a story woven about the disappearance of France's pet aviator with valuable documents which France wants and Germany is trying to get with every spy in her employ. The mystery and excitement begin in a New York hotel, shift to an ocean-liner, and pursue their way through French villages in the war-zone, while Devereux, Bayne, Esmé Falconer, and Franz von Blenheim pay the parts of hero, heroine, and villain, respectively. There is tragic and dramatic confusion. Mr. Bayne, in turn, judges and misjudges his fair traveling companion. Excitement is always at high pressure and adventure follows adventure with lightning rapidity. The author is almost too facile in extricating his characters from their difficulties, the suspense is over too soon, and the outcome too evident, but it is the kind of a story much in demand. It is quite in keeping with the excitement of the times and deals with war-conditions.

Warwick, Anne. *The Best People*. Pp. 345. New York: The John Lane Company. \$1.50. Postage, 12 cents.

As it is human nature to belittle one's natural gifts and opportunities and long for the exciting novelties of the wide world, so we readily sympathize with the young widow who grasps at an opportunity to go to Japan for adventure, and, incidentally, to get away from the narrow restrictions of her native Brinsville, an American Western town, and to mingle with "The Best People." In her letters and diary (a trying form to use in writing an entertaining story) she imparts to "Bumble," her disappointed lover, her impressions of people and places, also her great admiration and confidence in him, which she is sure is all she can honestly offer him in place of the love he craves. The letters are often witty, always frank and chatty, describing her travels, the people she meets, Japanese cities and customs, and especially those who make up diplomatic society in the Japanese capital. Gradually the tone of the letters changes, all is not so rosy, and she finds that human nature is the same the world over. "Women are the same the world over, and their various social castes just like so many dresses that they use to conceal or reveal the identical creature underneath." The letters become a little monotonous and the love-affairs wearisome. We are glad when the widow gets enough of "Best People" and comes home to Bumble, and yet she is very entertaining and very, very human.

Martin, Helen E. *Gertie Swartz, Fanatic or Christian?* Pp. 307. New York: Doubleday, Page & Co. \$1.40. Postage, 12 cents.

That one may be thoroughly annoyed with the characters of a story, and imprest

with its evident exaggerations, and yet be interested enough to read the book carefully to the end, is, in a way, a tribute to the writer's power, which, in Mrs. Martin's case, we never doubted. While she still uses the "Pennsylvania Dutch" household for her background, she pictures the younger generation, free from the peculiarities of speech so intriguing in her earlier stories and so loses some of her peculiar charm. The plot concerns itself with a family of wealth and position whose income is derived from a large and prosperous factory. The father is dead, the mother entirely under the domination of the older sister Stella, who is without principle, heart, decency, or anything except grasping ambition and overwhelming conceit. Gertie had been to college and had ideas of her own about welfare work, uplift movements, and social reform, but the author portrays her as spineless, and totally subservient to Stella, until we revolt at the idea that one so imbued with feminist principles should so completely fail to check every plan of the crafty Stella. It really looks as the dishonesty and deceit would win out, when something happens and the situation is saved, but the reader's patience and credulity are sorely tried even in the perusal of Mrs. Martin's pertinent opinions on the problems of labor and capital, religious revivals, and other discussions in which she is wise and witty.

Harris, Corra. *Making Her Ills Wife*. Pp. 283. New York: Doubleday, Page & Co. \$1.30. Postage, 12 cents.

Mrs. Harris lays aside serious discussions on abstract subjects and writes a light love-story, which is more convincing in the telling than in its material. John Arms, of Valhalla, Georgia, proprietor of a hardware-store, was the owner of the Arms Iron Foundry, and "belonged to a type which is to be found only in the South, a cross between the primitive and the old feudal aristocrat." With his belief that "Marriage is savage—the fiercest relation on earth—can't make it anything else, unless you make your own wife," he marries Olive Thurston, a spoiled child of riches with the sporting instinct—"a gambler from the heart out." Imagine the little provincial town of Valhalla with its conventional restrictions, and you will visualize the conflict when Olive tries to adapt her Atlanta enthusiasm and habits to uneventful and purposeless days. Mother Arms has only love to offer, likewise John; and John finds that "making a wife" is a work of mammoth proportions. Some of the situations are laughable, some pathetic, and all stimulating. The reader wonders that Olive's revolt and flight did not come sooner, but playing with fire was a dangerous game. Olive did not reckon on the tremendous force of real love, so the outcome thrills the readers as well as the participants. "If you are a woman," we are told that "it is never wise to jump out of the frying-pan into the fire. A man may do it, get away, and even take the frying-pan with him, but a woman can not, nature is against her. It is best

to stay in the pan and cool it with your tears."

Cook, Marjorie Benton. *The Threshold*. Pp. 353. New York: Doubleday, Page & Co. \$1.40. Postage, 12 cents.

This is another book dealing with the problems of labor and capital. Part of it is unusually straightforward and clever, plausible in construction, entertaining in style, and withal sane and serious. Joan Babcock was born of the working classes, but had struggled out of her factory environment through force of character and ambition, and worked her way through college by every legitimate effort. On her graduation she obtains a position from the Professional Women's League, whose requirements are "to be agreeable and create a home atmosphere" for the millionaire Gregory Farwell and his young nephew Dick Norton. There is a striking contrast between the socialistic ideals of Joan, the enthusiast, and those of Farwell; but Joan has youth, life, and a buoyant nature, and succeeds in awakening the instincts of human brotherhood in Dick by making him cognizant of the abuses and lamentable conditions in the Farwell factories, from which they draw their income. With Dick's advent into factory life, as laborer and chum of Patsy Rafferty, the story seems to "let down" and become both melodramatic and exaggerated, but it is exciting and the reader's interest never flags. Joan's devotion to the older man, whom she can not influence, leads to startling conditions with ultimate satisfaction of all concerned, and the book makes good reading. We are informed that "it would settle everything in the world if every fellow could live the other fellow's kind of life for a while."

Chase, Daniel. *Flood-tide*. Pp. 358. New York: The Macmillan Company. \$1.50. Postage, 12 cents.

This is a decided departure from the usual novel, a development of character through the disappointments and achievements of middle age, indirectly, but none the less surely. John Coffin lived at Whitehaven, a seacoast village. The influence of the sea broods over the whole story. Always a lad of dreams and theories, after his college years he enters upon a business career at his father's request and succeeds or fails according to the reader's point of view. The story is told by John himself, relating his vivid memories of different phases of his development through which he planned and schemed for future activities, but relaxed his attention as soon as these desires became actualities. His friendships and his love for Bess Alden receive the same treatment, and through his connection with "The Stores" he pays the price of a dreamer dealing with realities. The very insecurity of his hold on practical conditions proves his visionary character. When he fails to seize his happiness at "Flood-tide," even as his business succeeds, he finds himself drifting rudderless, and dissatisfied, "a timid Jason in search of the Golden Fleece of Content," "without incentive in life save self-indulgence, and that rarely leads to creative work." After repeated drifting on to the rocks, he wakes to his own failure: "I never had any grip to lose. I'm not discouraged, disheartened, not disappointed, not dis anything but disgusted with myself." The situations become very dramatic and exciting, developing in wholly unexpected episodes, and resulting in final happiness and the triumph of love and art. It is a character-story, neither hackneyed nor trite.

Porter, Eleanor H. Oh, Money! Money! Illustrated. Pp. 321. Boston and New York: Houghton Mifflin Company. \$1.50. Postage, 12 cents.

It is not difficult to imagine just how absorbingly interesting a story may be which describes the lives of three related families under the shock of a \$100,000 legacy, wholly unexpected, particularly when the reader knows (and no one else does) that the donor is living right there in Hillerton, watching to see which family will demonstrate its ability the best to handle the twenty millions which will have to be left to some one when he dies. Stanley Fulton had never married and was very lonesome with only his dollars for company, so he made the experiment in good faith and he, as well as the distant cousins, learn many lessons (the reader may profit by some of them) in the changes brought about by plenty of money. After all, as "poor Maggie" said, "it isn't the money that does things, it's the man behind the money," and one who can't be happy on five dollars may fail equally with five thousand. "Poor Maggie!" unfortunately wasn't one of the Blaisdells, but her sunny, practical, and unselfish nature had endeared her to all, even those who abused her good nature. She plays an important part in the development of Stanley's enlightenment, and in the Blaisdells' enrichment, and is surely entitled to the happiness which she gains in making every one else happy. She was a philosopher and her comments are as suggestive as they are amusing. Mrs. Porter knows human nature, with its virtues and its many foibles, knows how to alternate fun and pathos in just the right quantities. It is a thoroughly entertaining book.

Craig, Matthew. *Maktoub*. Pp. 417. New York and London: G. P. Putnam's Son. \$1.50. Postage, 12 cents.

Here we have a romance of Tunis, to which city in French North Africa, the Spaniard, Antonius Madrillo, brought his American bride, Sabine Winsted, in spite of the protests of her devoted lover, "Timmy Townsend." It is written with the atmospheric charm of the Orient and has picturesque descriptions of Mohammedan life and the lure of the East. The author excels in pen-pictures, atmospheric descriptions, and in the power to make the reader visualize the foreign city and its characteristics. He tries to make plain the terrible fascination that the native Cadi has over Sabine, but in that he fails; in fact, it does not seem possible to think seriously of any phase of the plot (if there is any). The story, as he tells it, deals with a native uprising of the Fellahs, with Timmy's arrival in Africa, and his final association with the rest of the characters, but it is vague and unconvincing. The charm of his descriptions is real, however, and in some instances thrills us in spite of ourselves. Most of all we feel the oriental luxury with its soporific and hypnotic influence.

Lagerlöf, Selma. *The Holy City, Jerusalem II*. Pp. 348. New York: Doubleday, Page & Co. \$1.50. Postage, 12 cents.

The same inexplicable charm hangs over this volume as over a former one. Many of the characters are the same, tho the stories are independent. Swedish pilgrims are pictured now in the Holy City, in the Gordon colony founded by Americans. Every phase of life is presented among these enthusiasts: religious fervor, superstition, persecution, physical hardships, and passionate human drama. The author has a unique power of making her points, sometimes by direct statement, some-

times by imaginative analogy, or spiritual atmosphere. She always "gets" you. Her deep spiritual insight into motives, mental action, and reaction is marvelous. Gertrude and Bo are the most prominent characters. Some of the scenes while both are members of the "colony" are exquisite: their unexpressed devotion, their exaltation of spiritual ideals, and their inability to silence the call of their hearts and souls. Any description would be inadequate.

Berger, Marcel and Maudie. *The Secret of the Marne*. Pp. 361. New York: Putnam's Sons. \$1.50. Postage, 12 cents.

The title of this book sounds like war-history and the book is, in fact, a faithful description of actual facts, and a portrayal of historic setting, but with an imaginative solution wildly fantastic and incredible, yet told so convincingly that its exaggerations seem almost plausible. It has always been a matter for conjecture why General von Kluck failed to push on to Paris in September and so left an opportunity for the "Victory of the Marne," but the authors make all this quite clear. They present a thrilling tale of Sergeant Fritsch's rescue of France. The explanation is theatrical and startling, involving the young sergeant, his friend, and his sweetheart Anne-Marie, making necessary a casting of rôles and an assumption of characters that become possible because of the young man's wonderful knowledge of German and his histrionic ability. The authors have studied carefully the regions described. It is a rattling good melodrama. Fortunately we can enjoy the story and be engrossed by the startling and dramatic situations, and allow ourselves to be fooled, even as the German generals were fooled. Any one would enjoy the secret staircases, falsified messages by phone and pigeon, and especially the triumph of the Allies through the sergeant's cleverness.

White, Edward Lucas. *The Unwilling Vestal*. Pp. 317. New York: E. P. Dutton & Co. \$1.50. Postage, 12 cents.

There has always been a fascination about Roman stories. We remember with delight some stirring tales by Ernst Eckstein, but this novel, while showing familiarity with the rules and regulations of the order of Vestals and with Roman cities and customs, is so wildly extravagant in its claims on the reader's credulity and so flippant and trivial at times that we feel the shock of lost admiration and reverence. The physical feat of carrying water in a sieve is not half so much of an obstacle to our belief as the suggestion that even Roman parents would desert a ten-year-old daughter in time of pestilence, leaving her alone to manage the household and servants while they sought safety in flight. Precoity is known in these modern days, but even that would not account for a ten-year-old maiden having her affections so unalterably fixt on her lover as to endure thirty years of vestal service and have only one goal when freedom was gained, i.e., marriage with her beloved. Some scenes are interesting, some even thrilling, but fantastically unbelievable and not in the vein of Roman formality and dignity.

Dray, Joslyn. *Kathleen's Probation*. Pp. 227. Illustrated. New York: Charles Scribner's Sons. \$1.25. Postage, 12 cents.

This is a story for girls, combining moral uplift with real entertainment. Kathleen Rawdon was pretty, popular, and well bred, but her first year at college gave her exalted ideas of her own importance and she returned for her vacation some-



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that we did not place a large order with
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plenty of your trucks on hand, as we could
sell all that we could get.

Very truly yours,

MANN & OVERTONS, LTD.

Mann & Overtons, Ltd., the Atterbury dealers
in London, England, have just written a warn-
ing to American dealers. (See their letter at
left.)

The reason England wants more Atterburys—
the reason America's demand keeps the
Atterbury factory busy day and night—

—is summed up in two words—Atterbury
quality.

Send coupon below for new folder,
"What We Know About the
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Send me your folder, "What
We Know About the Atter-
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No article of equipment produced for motor trucks in the last decade is of more importance to the future of highway transport than Goodyear Pneumatic Cord Tires.

Not only do these tires immensely magnify the normal advantages of the truck as we know them, but they open up entirely new fields of practicable operation.

They afford the speed, cushioning power and traction essential to efficient long-distance transport, such as is now being accomplished by our own trucks in Akron-to-Boston service.

In heavy truck duty, in more than 250 cities, they have demonstrated advantages in swiftness, safety and saving which no truck user can afford to ignore.

The Goodyear Tire & Rubber Co.
Akron, Ohio

Actual Photograph of a Goodyear Pneumatic Cord Tire in service for the Minneapolis Fire Department.



Copyright 1918, by The Goodyear Tire & Rubber Co.

GOODYEAR

AKRON

what of a "prig," selfish, extravagant, and thoughtless. Prevented by her father's death from finishing her college course, she enters a school for nurses and bids fair to go on in her self-centered selfishness until a sudden shock causes her to make a misstep and her conscience awakes and she realizes her lost opportunities and her consequent failure. The young nurse's subsequent experiences are much more natural and girlish, and the mental unrest which results from her deceit goads her to every effort, sacrifice, and renunciation. Her mental discomfort is cleverly portrayed and the end of the story satisfactory. Occasionally the characters are overdrawn and exaggerated, but only enough to make the contrasts more vivid and convincing. As a whole it is an interesting story, even tho the good are too good and the bad too bad.

Brown, Alice. *The Flying Teuton*. Pp. 321. New York: The Macmillan Company. \$1.50. Postage, 12 cents.

This is a collection of short stories by Alice Brown, whose excellence in that line is too well known to need appreciative comment. There are thirteen in all, entertaining and engrossing, on varied and various subjects, but, beyond her usual charm and power, there is, throughout, an undercurrent of spiritual meaning, a leaning even toward the supernatural in her interpretation of certain conditions and states of mind. The surface story is none the less well told, but the reader is conscious that subtle analyses are in the author's mind, a-seeking to explain mental conditions and a belief that, under the terrible burdens and problems of these years of devastating war, there is a meaning to be found, a goal to be reached, and a light to be seen. In "The Flying Teuton" she presents a picture of moral self-punishment which is ghastly but fascinating, and we visualize the suffering of one flayed by a guilty conscience. In "The Flagg on the Tower," "The Man and the Militant," "Father," and "Nemesis," Miss Brown touches some of our most vital aspirations and beliefs, devoted adherence to duty, loyalty to a cause, and the deepest of the longings in our character-building. There are stories to match all moods, stories full of suggestive thoughts and spiritual meaning.

Watts, Mary S. *The Boardman Family*. Pp. 352. New York: The Macmillan Company. \$1.50. Postage, 12 cents.

It is a satisfaction to read one of Miss Watts's stories which are so complete in motivation, so well balanced in technique, and so delightfully entertaining. The present volume is a character study of unusual merit. "The Boardman Family" had wealth, power, ancestral traditions, and gentility. We liked them all, especially the grandmother whose broad-mindedness and depth of insight into human nature was exceptional and helpful to all. Then, too, the scenes, in which we get our understanding of the characters in the story, particularly in the "Matson Dancing-School," are graphically and convincingly described. Alexandra, or "Sandra," was always a wonder at interpretative dancing, her brother Everett was a "perfect gentleman," and then there were the "Thatchers," especially Sam, of lowlier origin but ambitious and loyal, and we soon feel that they are all real friends whose ups and downs in life make a real appeal to our affections. Through cleverly developed conditions, Sandra feels the need of self-expression and development and goes to the city for study and becomes a "head-

liner" of note. From this point in the story we are concerned with Sandra's emancipation and change of ideas and ideals, the association with entirely novel conditions and people, and her development is deeply interesting. Sam Thatcher and Everett Boardman present a striking contrast in character, development, and achievement, a contrast which the author utilizes with telling power and to Sam's advantage, and after thrilling experiences of international importance, we see the suggestion of a satisfactory solution of all difficulties.

THE MYTHOLOGY OF EGYPT

Gray, Louis Herbert, Ph.D. (Editor), and Moore, George Foot, D.D., LL.D. (Consulting Editor). *The Mythology of All Races. Egyptian*, by W. Max Müller, Ph.D.; *Indo-Chinese*, by Sir James George Scott, K.C.I.E. Vol. XII. 8vo, pp. xvi-450. Boston: Marshall Jones Company. \$6 net. Postage, 24 cents.

No region in mythology is more difficult than the Egyptian. This is not from lack of material, which is abundant; nor from lack of ability to read it, tho one curious feature of Egyptian material is that while the sense can usually be made out, what the pronunciation was, how it sounded, is still often a matter of doubt. But a great part of the trouble is that, after it is translated, there are so many allusions to things not understood that a considerable quantity of the matter remains in the fog of unintelligibility. To be sure, along with the hieroglyphic writing there are often explanatory drawings that illustrate the text and clarify the meaning. But, after all, the larger part is reaching clarity only slowly. Perhaps the most that can be said for the summary before us is that Professor Müller has done as much as any one scholar could (unless we except Breasted, of Chicago) to present what we know of the subject. He has given thirteen chapters to the discussion, dealing with Local Gods, The Sun, other Nature Gods, Cosmic Myths, the Osirian Circle, and so on, together with chapters on Life after Death, Ethics and Cult, Magic, and Egyptian Religion. He has rightly placed Egyptian religion and myth where it belongs—next to the animistic cultures. And he has supplied 232 drawings and illustrations of considerable cumulative value.

The treatment of Indo-Chinese mythology by Sir J. George Scott supplies another example of the excellent work so often done by administrators of the colonies and dependencies of Great Britain. Here is another illustration of the reason why that country has been successful in ruling so many diverse peoples to their own advantage, and generally also to their satisfaction and content. A deep sympathy born of profound patience in the task of understanding the populations makes for mutual confidence. The mythology of Burma, Siam, and Indo-China is derived in its main features from India. But it has taken up and assimilated local animism—serpent-, tree-, and spirit-worship—as held by the various tribes so as to have an interesting flavor all its own. The material is excellently digested—one of the best pieces of work yet accomplished in this series. The illustrations, some of them colored, add greatly to the appearance and value.

The volume is a credit to the editors and also to the publishers. In spite of the increasing cost of publishing, this volume shows conscientiousness in the format, paper, and general workmanship, with no paring down in quality and finish. The bibliographies are excellent.

MR. HOLTZCLAW'S WORK AMONG THE BLACKS

Holtzclaw, William H. *The Black Man's Burden*. With an Introduction by Booker T. Washington. Illustrated by portraits and views. Pp. 231. New York: The Neale Publishing Company. 1915. \$1.50 net. Postage, 12 cents.

This is not exactly a new book; nor will it ever be old, in the sense that the basic impulse of it can ever cease to interest readers who appreciate unselfish ambition, resolute will, and an enduring purpose to acquire knowledge and assist the human race. Its author came up to manhood amid the poorest conditions, and how he sacrificed and suffered he tells with a half-humorous pathos which is rarely matched. After he graduated from Tuskegee, under Booker Washington, he declined to serve there as a teacher, and finally located in "The Black Belt" of Mississippi, determined to establish an Industrial Institute for his race that should aid both blacks and whites. Utica, where his attempt was made, is on the borderline between Copiah and Hinds, perhaps the two "blackest" counties Mississippi can boast. In Hinds is the State capital; and yet, when Mr. Holtzclaw went there, of the 52,000 inhabitants which that county contained 46,000 were negroes and 13,000 of these could neither read nor write. Copiah had about two negroes to one white person. In the immediate vicinity of Utica the negroes outnumbered the whites seven to one.

It surely was not an inviting field in which to start a large work, without money, without land, and without buildings—all sadly needed—and when this book was written, twelve years after the venture began, the man whose faith and will caused that beginning had ample reason to felicitate himself upon the results: a really great educational institution, with an annual enrolment of more than 500 pupils, taught by 35 instructors, with property comprising 1,700 acres of land, on which have been erected, by pupils and teachers, fourteen buildings, the entire property paid for and unencumbered, having a value of \$160,000. About six hundred young men and young women have been educated; and the Institute, "through its many kinds of extension work, reaches and influences annually about thirty thousand souls." "My present life," says Mr. Holtzclaw, "is that of a teacher who finds very little time to teach, as it takes nearly all my time and thought to raise the forty thousand dollars annually that is required to carry on the work of the Utica Normal and Industrial Institute. I have to be away from the school in search of funds a little more than a third of each year." His (frontispiece) portrait shows him still in his prime; and he should be a cumulative power for good where the labor that he exemplifies must bear generous fruit.

BENJAMIN KIDD'S POSTHUMOUS WORK

Kidd, Benjamin. *The Science of Power*. With an Introduction by Franklin H. Giddings. 8vo, pp. viii-309. New York: G. P. Putnam's Sons. \$1.50 net. Postage, 14 cents.

In 1894 appeared a book by this author called "Social Evolution," so notable as speedily to be translated into the principal European languages, including Czech, as well as into Chinese and Arabic. Four years later he published a volume on "The Control of the Tropics" which, according to Mr. Joseph Chamberlain, mightily influenced British colonial policy. And until his death Mr. Kidd continued his notable contributions to sociology, and

now appears this posthumous work, which a leading American sociologist introduces. His is, therefore, not a weak voice. Professor Giddings, however, while conceding the importance of this volume, opposes firmly the principal thesis—or rather conclusion. This is that “the emotion of the ideal is the supreme principle of efficiency in the collective struggle of the world.” To this implied undervaluation of intellect Professor Giddings replies that, conceding the power of emotion, “the mechanism through which power is controlled, regulated, and applied is a product of intellect.”

Mr. Kidd's protest is against using the Darwinian hypothesis as the basis of a science of civilization. “Social heredity” is for him the thing of great value. The three parts of the book are on The Failure of Western Knowledge (as based on Darwin's teachings), The Basis of Integrating Power (collective emotion, not reason), and The New Psychic Center of Power (woman, who always has racial consciousness). The last chapter (“Social Heredity,” one of the most interesting) tells of a series of observations and experiments on animals which are adduced to prove that social environment (including education) may change radically the principal normal habits of life. Wild ducks just out of the egg had no fear of man; but after a few minutes with the mother they showed extreme terror. A wood-pigeon fed on flesh with a crow and a hawk thrived on the diet and later did not recognize grain as a food. So that not “inborn heredity,” but “social heredity transmitted through social culture” is the real power working in civilization. It is no wonder that Professor Giddings objects, while conceding the brilliance of the book. But it would have been more becoming if the professor had not stated that Mr. Kidd's mind was not “constituted for inductive scientific research.” This is a bit ungenerous.

MR. BALFOUR'S WRITINGS

The Mind of Arthur James Balfour. Selections from his Non-Political Writings, Speeches, and Addresses, 1879-1917. Including Special Sections on America and Germany. Selected and arranged by Wilfrid M. Short. With portraits. Large 8vo. pp. xviii+497. New York: George H. Doran Company. \$2.50 net. Postage, 24 cents.

The publishers have placed on the “jacket” of this volume these words: “A book which reveals one of the most able and unusual intellects of our day.” This is not too much to say. Mr. Balfour comes from the “upper middle class,” to which, with the nobility, Great Britain owes so large a debt. And he has worthily upheld the tradition of his class. A graduate of Eton and Cambridge, honorary LL.D. of eleven great universities, including his own, a D.C.L. of Oxford, once Lord Rector of St. Andrews, also of Glasgow University, Gifford lecturer, member of Parliament as long ago as 1874, and since that almost constantly, a public figure occupying the most exalted and responsible places in governmental and diplomatic activities, he has made a mark in English history that will not easily be duplicated. As philosopher, theologian, economist, authority on literature, education, and esthetics, he speaks and writes with facility, clarity, and force. And one beauty of his character appears in the fact that he is still sufficiently human to play golf as well as to write about it delightfully.

On the occasion of his recent visit to this country, Americans gained some insight into his varied and attractive personality. The 345 extracts given in this volume, arranged under a diversity of

captions, illustrate further the versatility of the man. Here are the first ten of the forty-eight subjects on which Mr. Short has chosen selections: America, Authority and Reason, Bacon, Beauty and the Criticism of Beauty, Bergson, Berkeley, the Bible, Robert Burns, Christianity, Copartnership. We are not surprised to find him discussing worthily subjects as unrelated as music, polar exploration, the press, pure science, and psychical research. Here is indeed a “most able and unusual intellect,” one well worth knowing intimately. And one means of acquaintance, or at least of introduction, is furnished by this volume, happy alike in the selections of its contents from so much that is worthy and in the form the publishers have given it. The volume is timely.

OUR DANISH PURCHASE

Zabriskie, Luther K. The Virgin Islands of the United States of America. Historical and Descriptive, Commercial and Industrial, Facts, Figures, and Resources. With 109 illustrations and Two Maps. Pp. 356. New York: G. P. Putnam's Sons. \$4. Postage, 18 cents.

From March 30, 1666, to March 31, 1917, the Virgin Islands were generally known as the Danish West Indies. There are about fifty of them, all of small dimensions and of smaller account except St. Thomas, St. Croix, and St. John. When they passed into possession of the United States they took on again the group title long ago given to them, and by which they must be recognized hereafter. Columbus named them after St. Ursula and her virgins; yet they acquired anything but saintly reputation, being famous for generations as the homes and hiding-places of buccaners, and individually carrying such designations as Rum Island, Dead Man's Chest, Fallen Jerusalem, etc. St. Thomas, most important of the three largest isles, is smaller than St. Croix, but has always had the chief port—Charlotte Amalia, usually spoken of as the port of St. Thomas.

Mr. Zabriskie was formerly Vice-Consul of the United States at St. Thomas, and from his long life there was well fitted to write this volume. He has made thorough work of it, filling his many pages of text with information of a varied and interesting character, which will be welcomed by the geographical student and the man of commerce, and adding to this a wealth of illustrations covering about one hundred insert pages not folioed. These illustrations visualize the scenery, life, and peculiarities of the Islands quite surprisingly. In connection with the text they form a history and a panorama of one region, now become a part of this country, about which little has been generally known hitherto, but which is romantic and historic.

RECENT WAR-BOOKS

Marcosson, Isaac F. The Business of War. With Sixteen Illustrations from Photographs. Pp. 319. New York: John Lane Company. \$1.50 net. Postage, 12 cents.

“War has become a business,” says the author of this book in his Foreword. “It is the world's supreme task at this moment.” How is this business carried on? What organization is behind it? Under what system of Supply and Transport is the business maintained? These are questions often asked. They have not been answered before, to our knowledge, as they are answered here. Mr. Marcosson testifies as an expert on Big Business when he says: “The British organization for the supply of its fighting men is in many respects the most amazing business institu-

tion that I have yet seen.” And he says further:

“There has never been a day since the immortal First Seven Divisions dashed to the relief of Belgium that Thomas Atkins has missed a day's rations. He has had them served hot and plentiful amid all the stress and storm of flying death. Day and night, up and down the hell-swept roads and regardless of the terrors that lurked in land and sky, the food has always come up. No matter how the tides of battle ebb or flow, man and beast must be fed. Break the lines of food-communication, and all is lost.”

To the French system of supply similar testimony is given. Nine of these twelve chapters, in fact, report clearly the wonderful forethought and almost miraculous provision back of the fighting man, wherever he comes from. Not the least interesting of these is “The Salvage of Battle”; and it shows that economy has become a rule of war, as it surely must be on the present scale of warfare. Three other chapters very carefully sketch Sir Douglas Haig, commander-in-chief of the British forces, whose characteristics are cheering to read at the moment this review is written; Sir Eric Geddes, England's War-Efficiency Engineer, whose railroad experience began in America; and Lord Northcliffe—“as definitely self-made,” says Mr. Marcosson, “as Rockefeller or Edison”—the most powerful private citizen in Great Britain.

Rittenhouse, Elmer Ellsworth [Compiler]. Know Your Enemy. Pp. 24. New York: Committee for Patriotic Education, Faunce's Tavern corner Broad and Pearl Streets.

Two portraits mark this impressive booklet—that of von Hindenburg, illustrating Brute Force, or “the Law of the Jungle”; and that of the Kaiser, illustrating “Divine Right,” or the Prince of “Wo and Death.” Twenty-four pages contain, besides comments by the compiler, about eighty paragraphs, nearly all of which are quotations from German sources, revealing and emphasizing German beliefs and purposes in provoking and conducting this war for national aggrandizement and for profit through “chumping indemnities.” “I am the instrument of the Almighty. I am his agent, his sword. Wo and death to those who oppose my will.” So run the words under the Kaiser's portrait. The words were uttered by him in 1914, to “a world that,” in the opinion of Mr. Rittenhouse, “holds him responsible for more misery, pain, and human slaughter than that caused by all the tyrants of history combined.” The booklet is a terrible arraignment of the German mind and heart, or heartlessness. It is furnished in quantities to promote our activities in the war, and at cost of publication and distribution, for use in free circulation among individuals. A committee of eminent citizens make themselves responsible for it.

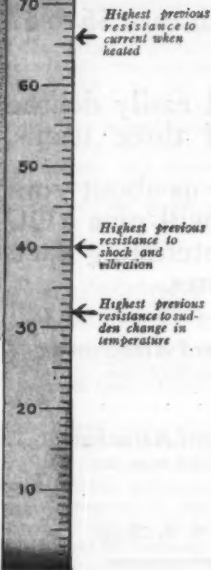
Fiske, Rear-Admiral Bradley A. The Navy as a Fighting Machine. Second edition, with map. Pp. 411. New York: Charles Scribner's Sons. \$1.50, net. Postage, 12 cents.

In the opinion of Admiral Fiske, “the trend of people up to the present time seems to show that . . . the direction in which nations have been moving hitherto has not been toward increasing the prevalence of peace, but rather toward increasing the methods, instruments, and areas of war.” And he thinks “that this direction of movement has been necessary.” The Congressional Conference Committee on Preparedness thought so highly of his views, express in this book, as to present

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The Romance of Experiment 3450



TEN YEARS of constant research and experiment—day after day of unremitting laboratory work—with the laboratory furnaces glowing night after night!

Thousands of different combinations and mixtures of materials gathered from all over the world!

Each carefully recorded formula tested in the laboratory furnaces under different degrees of heat!

Steady improvement in spark plug porcelains all this time—but no great gain upon the increasingly severe requirements of new developments in gasoline motors!

3449 different experiments—until—finally—the startling results of Experiment 3450 showed a long stride ahead in all the essential requirements for spark plug insulators.

Champion 3450 porcelain is so far ahead of any other insulator that it stands today clearly and distinctly in a class by itself—unchallenged.

Literally, Experiment 3450 has developed undreamed-of qualities in porcelain for spark plug insulation.

Even the startling qualities recently developed in steel, by scientific heat treating, are no more romantic.

The microscopic views below show a great similarity in the recent development of new superior qualities in steel and the development of this new superior Champion 3450 porcelain.

So Champion Dependability takes on new meaning—for no spark plug can be more dependable than its insulator.

Champion Spark Plug Company, Toledo, Ohio

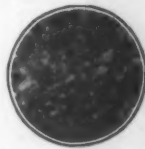
Champion Spark Plug Company of Canada, Limited, Windsor, Ontario



Cross-section of ordinary steel magnified 1600 areas showing coarse structure



Cross-section of highest quality steel magnified 1600 areas showing very fine, even structure



Cross-section of ordinary porcelain magnified 1600 areas showing coarse structure

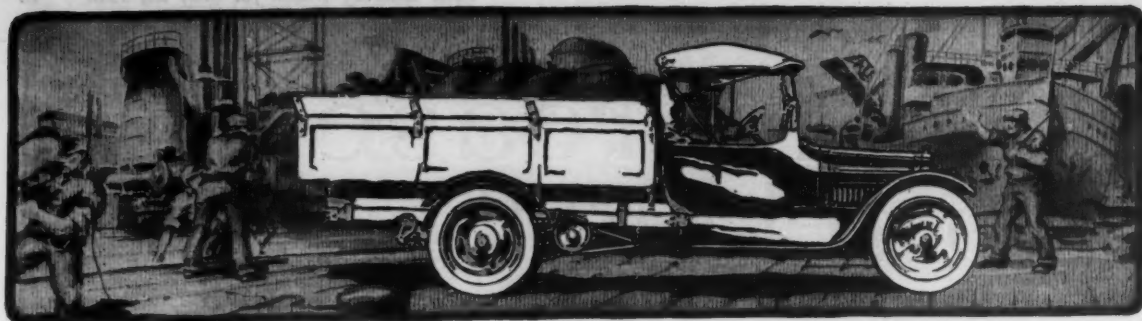


Cross-section of Champion 3450 porcelain magnified 1600 areas showing very fine, even structure



Champion

Dependable Spark Plugs



ASK your Motor Car Dealer at what time he comes nearest to losing you as a satisfied customer and he'll tell you it is when you and he try to fix a "trade-in" price on your old car.

—You know what your car will do, and what it should be worth—but he knows what he can get for it and that is the ANSWER.

—YOU are the one that stands the loss. 40% to 50% is the first year's depreciation on your car. Take anything else you own. 10% to 15% is "charged off" the first year and is the basis for depreciation after that.

—This is most unjust, especially when analysis of conditions shows that 70% of all "traded-in" cars are as good

mechanically as the day they were purchased.

—Attach a Smith Form-a-Truck to your car

—make a truck out of it

—put it to work in your business

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—it will easily do the work of three teams.

—Write us about your car; we will give YOU some interesting facts and figures.

Standard Attachment for Ford Cars

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a copy of it to each United States Senator and Representative. "There has never been a time since Cain slew Abel when men have not been compelled to devote a considerable part of their energies to self-defense." So this author believes and asserts. His book aims to spread and emphasize his belief. Its pages magnify the functions of the Navy, and will not comfort the pacifists.

Thompson, Donald C. *Donald Thompson in Russia.* With Numerous Photographs by the Author. Pp. 253. New York: The Century Company. 1918. \$2 net. Postage, 15 cents.

So much camouflage of the truth appears in the early pages of this book that one might reasonably doubt the daily records which follow were it not for the more than sixty half-tone pictures reproduced from photographs by Mr. Thompson. His portrait, which forms the frontispiece, is boyish-looking, but his experiences, even as covered by the seven months of which he has written here, are those of a mature man, able to take care of himself in any emergency. And as a war-photographer he found emergencies innumerable. In Belgium, in the Balkans, in Italy, and in France he had plied his art boldly—his willingness to camouflage the truth serving its purpose—before the Russian service began. Once on Russian soil, he was professionally fortunate, for there he came upon the Revolution and "shot" it to the extent of many thousand feet of "movie" film. Having promised to write daily letters to his wife, and keeping such promise fairly well, he has now made of those letters to her a volume most unique, which may never be matched. As "a story" it illumines much of German intrigue in Russia, and shows to what malign influences the Revolution there was due, with the terrible scenes which followed. It is not always pleasant reading, but it is interesting.

SIR OLIVER LODGE ON WAR AND AFTER THE WAR

Lodge, Sir Oliver. *War and After.* Short chapters on subjects of serious practical import for the average citizen from A.D. 1915 onward. Pp. 252. New York: George H. Doran Company. \$1.50 net. Postage, 12 cents.

The past, present, and future are considered here by an English philosopher, president of the University of Birmingham, these periods of time pertaining to Great Britain and Germany in the first two divisions, and to Europe at large in the third. In the past of Germany Sir Oliver saw an idealistic philosophy, with Kant as its chief voice, from which there has since been a sharp revulsion toward materialism. Not against idealistic philosophy only has there been a revolt; "we have seen also a Teutonic revulsion against Christianity." Among the latest of European nations to receive it, the Germans doubtless have tried hard to assimilate it, and on the whole must be said to have failed. To them it is felt to be "a foreign religion, essentially alien to the German mind." Sir Oliver sees in this war, fundamentally, a conflict of ideals—

"a conflict between two ideals of government: the English ideal of a commonwealth of nations, a group of friendly states, some larger, some smaller, some stronger, some weaker, but all working together and contributing each her quota for the good of humanity and the progress of the world, and . . . the Prussian ideal of a single glorified state, dominating all others, imposing its customs, its learning, and its culture on all the rest of the world. . . . a strong, resolute autocracy, ruling all Europe,

not with the consent of the governed, but in spite of their remonstrance, and ignoring their dislike; a government so strong as to be able to crush all opposition, and to do away with all freedom except the freedom to do precisely as you are told; the replacement, in fact, of freedom by coercion."

While the book was written in 1915, its author sees no reason to change his views now, but asserts in his Preface for a new American edition that "nothing in it is to be changed, but something loud to be added, something that the world is shouting, something vivid in historic significance." He thus alludes to America's part in the war as "One of the great phases of history . . . a hand-clasp of friendliness across the seas, a beginning of the federation of the English-speaking race." Of the spirit actuating the Central Powers he says:

"Prussia has gained her power over Germany because she is more utterly worldly than any other nation. We and the French have been worldly enough, but we have always known that there was another world. Prussia has never known that; or rather, the other world for her, if it exists at all, is just the same as this one, except that it is more favorable to Prussia."

Of German *Kultur* he remarks:

"The right translation of *Kultur* seems to be everything in organized civilization except culture. For true culture the Prussian has no use—he despises and dislikes it; its opposite, which is aggressive war, he thinks noble and exhilarating."

Sir Oliver sees great promise in the future for small nations, for the real Christian peoples. Their unrest and their spirit of righteous purpose he believes will work out noble things. But he insists that—

"Prussianism must cease; the dominion of Prussia over Germany and of the Prussian spirit as it has spread into Austria, Russia, and other countries, must terminate. Too long has the world suffered the arrogance of this upstart nation. . . . Prussia has been a danger and disaster to Germany as well as to the rest of the world, and German unity has been more formal than real until the present tragic tightening of the bonds which precedes their snapping."

If this book could be read widely in Germany it might have much influence upon the war and after the war.

OTHER BOOKS WORTH WHILE

Weems, Mason L. *A History of the Life and Death, Virtues and Exploits of Gen. George Washington.* With Curious Anecdotes Equally Honorable to Himself and Exemplary to His Young Countrymen. Mount Vernon Edition. With eight illustrations and the old woodcuts. Pp. 238. Philadelphia and London: J. B. Lippincott Company. \$1.50 net. Postage, 12 cents.

Here, sure enough, is a curiosity in literature. Since 1800, when this biography first appeared, eighty editions of it have been produced. Now comes another, printed from new type, in garb of to-day, with the original woodcuts reproduced and several half-tones added, making the old book modern in appearance, while preserving its youthful characteristics. One of these is the cherry-tree incident, for which Parson Weems originally stood sponsor; and most of the others became familiar to our grandfathers and grandmothers when they were young. Even then the style of this book must have surprised many who read it—instance a few sentences from its description of the Battle of the Cowpens:

"As when a mammoth suddenly dashes in among a thousand buffaloes, feeding at large on the vast plains of Missouri; all

at once the innumerable herd, with wildly rolling eyes, and hideous bellowings, break forth into flight, while close at their heels the roaring monster follows. Earth trembles as they fly. Such was the noise in the chase of Tarleton. . . . The ground was covered with the dead, the tops of the aged pines shook with the ascending ghosts. With feeble cries and groans, at once they rose, like flocks of snow-white swans when the cold blast strikes them on the lakes of Canada, and sends them on wide-spread wings, far to the south to seek a happier clime."

Robinson, Charles Mulford. *Modern Civic Art.* Fourth edition. Illustrated. Pp. 375. New York and London: G. P. Putnam's Sons. \$3. Postage, 18 cents.

Mr. Robinson, whose lamented death occurred not so very long ago, remarked that this is a time "when civic art needs that its friends should rally for it to enunciate its eternal principles when the builders of cities are facing the despair of a shattered past and the opportunities of an untrammelled future." Civic art, he says, is not a fad, it is not merely "a bit of estheticism; it is vigorous, virile, sane." The author had mastered his subject. He gives the reader a most comprehensive insight into city building and beautifying, accenting always the points of utility, suitability, adaptability, and beauty. First, he sets forth the different approaches to a city, the land and water, and how railroad-stations and docks should carry out the "portal" effect. Then he considers the "administrative center" and the desirability of open courts, squares, or plazas, and goes on to consider street planning in both business and residential districts, architectural form, street furnishing and adornment, and constantly illustrates his meaning by allusion to or pictures of well-known artistic civic work in this and other cities, here and abroad. All who have authority in city changes and growth, and who have power to control civic expenditure, should read this volume with appreciation and understanding. It is the fourth edition of the work and is illustrated.

Wagner, Rob. *Film Folk.* Illustrated. Pp. 356. New York City: The Century Company. \$2. Postage, 16 cents.

"Truth is stranger than fiction," and, in this case, quite as entertaining. The author lives in Los Angeles, the greatest center of the moving-picture industry, and so has had unusual opportunities to study the photo-play in its beginnings and rapid growth. Besides that, Mr. Wagner has a keen sense of humor, a vivid personality, an easy style, and a satisfactory and convincing manner. He tells stories in the first person, impersonating first the masculine screen favorite with "cow eyes and lovely hair," the "Movie Queen," to whom "good teeth are essential and dimples are priceless," the camera man, "the boy who turns the crank and whose vicissitudes are infinitely more exciting than anything that happens to our pampered pets in the head-lines," the director, the studio-mother, the extras, and the scenario-writer. The whole movie-making world is sketched with skill—the way the pictures are taken, the manners and customs of the "movie-village," the changes and improvements that have come with time. Not one is mentioned by name, but fictitious names only slightly cloak famous players in the screen world. The last chapters are particularly interesting and enlightening for the would-be scenario writer. Each story is full of humor, and presents amazing facts about the art in which almost every one is interested from one motive or another. It is a book of unusual appeal, highly amusing, and instructive.

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Ackerman, Carl W. Mexico's Dilemma. Pp. 281. Illustrated. New York: George H. Doran Company. \$1.50 net. Postage, 12 cents.

Mexico's dilemma has three horns, according to Mr. Ackerman, and as a trained newspaper observer he may be supposed to have seen all of them. One of these horns is financial ruin unless a loan is obtained. The others are fairly suggested in the last sentence of the first part of this book: "Not only President Carranza, but the other leaders of Mexico, must choose between a German conquest and American and Allied cooperation." Who are "the other leaders?" asks Mr. Ackerman; and he admits that this "is to-day an insoluble puzzle." Nearly one-half his book is made up of the new Mexican Constitution of 1917, and other matter pertaining specially to government administration.

Alec-Tweedie, Mrs. Mexico from Diaz to the Kaiser. Pp. 305. Illustrated. New York: George H. Doran Company. \$3.50. Postage, 12 cents.

Mrs. Alec-Tweedie has written many books, several on Mexico and Diaz, and, having a personal acquaintance with the man who was eight times President, with the country, and with Mexican officials, she has the right to speak with authority. Her point of view is not always conventionally feminine, but is exclusively English. An easy style and exceptional material give the reader an insight into the chaotic conditions of a revolution-ridden country, particularly a comprehensive estimate of Porfirio Diaz, his ambition, his love for Mexico, his stanch devotion, his achievements, and his downfall; but there is, apparently, a subtly veiled sarcasm, an insidious slurring of American aims and actions, which will be trying to the American reader. The author agrees with the well-known book of Mrs. O'Shaughnessy that America's recognition of Huerta would have materially altered the Mexican situation and might have prevented much that we now deplore. There are some appreciative and complimentary things said of America, but, in most cases, we feel as tho the pleasant words only thinly cloaked dislike. There is nothing new on the subject of German intrigue in Mexico, but it is a very clear exposition of Mexico as an international problem. Mrs. Alec-Tweedie does not hesitate to question America's right to intervene in Mexico, nor to criticize us all along the line: "Never was there more talk and less action than in the relation between the United States and Mexico." The only excuse the author, as an Englishwoman, can have for her disdain of America's part in the war is her avowed belief that "Germany was beaten before America came in," and that "America entered the war from no altruistic motive, only to fight for America and her own future safety."

Gordon, George Byron, Sc.D., F.R.G.S. In the Alaskan Wilderness. Pp. 246. Illustrated. Philadelphia: John C. Winston. \$3.50. Postage, 18 cents.

There is a beautifully illustrated account of a trip across Alaska, taken by Dr. Gordon, of the University Museum of Philadelphia, and his brother MacLaren, who was afterward killed in action during the battle of the Somme in October, 1915. The purpose of the journey was not ambitious, nothing more than a "reconnaissance of certain districts to determine opportunities and conditions for an extended study of the native life of those districts." Dr. Gordon made his own canoe, a process which he describes in detail in the appendix, and the trip was taken from the Yukon to the upper waters of

the Kuskokwim, and consists of simple daily records, descriptions of outdoor life, camp conditions in the vast wilderness, nature's grandeur, and occasional glimpses of natives and native customs. The book is, perhaps, too little personal and too seriously scholarly, but it gives a realizing sense of the importance of Alaska in the future of the world. We are assured that in the general work of reconstruction and rebuilding the highways of civilization, "the great Alaskan wilderness will contribute to the materials that will be required." The appendix is almost as large as the book itself and contains valuable information, technical and general, good maps, and interesting details.

Mouchanow, Mme. Maria. My Empress. Pp. 256. Illustrated. New York: John Lane Company. \$2.50. Postage, 14 cents.

This book has nothing whatever to do with political conditions, but is a plain, unvarnished tale of the Russian Czarina as woman, wife, mother, and empress. Any one who can read it without sincere sympathy must be hard of heart. It is a decidedly unsensational account of the daily routine in the lives of royalty, from the day Princess Alix of Hesse assumed the Russian crown, and is related by the woman who was first lady-in-waiting to Alexandra Feodorovna and held the position until the Romanoffs were sent into exile. The Empress is pictured as sweet and reticent, always misunderstood, and trying in vain to do the right thing, failing because of her peculiar and reticent nature, and an environment of intrigue, superstition, and personal family animosity. In vivid light, the home life of the royal family becomes most pathetic, but no word is said against the Empress either as wife or mother. The author refrains from any political comment and from censure of motive or action. Her solemn words in describing the Czarina's character would seem to give the lie to some of the horrible accusations which have been made against the character of the unfortunate woman. No one could now envy this woman thwarted in every ambition and desire, nor could one help admiring the fortitude with which she met the final blow.

Galliehan, Walter M. The Psychology of Marriage. Pp. 295. New York: Frederick A. Stokes Company. \$1.50. Postage, 12 cents.

"It is unfortunate," says this writer, "that the libertines, the prudish, and the unreflective should form an obstructive alliance against sane thinking upon one of the great central problems of life. The mental outlook must be sane, clean, clear-visioned, and respectful, and we have to reckon with human nature as it is, not as our idealistic theories of morality wish it to be." These words clearly represent Mr. Galliehan's point of view. He proceeds to analyze the emotions that unite the sexes, to trace the sex-impulse through childhood, adolescence, and maturity, showing how the young people should be given an understanding of life and its mysteries and how they should be protected against unhealthy influences and ever ready pitfalls. It is the frankest book on the subject to be found, but thoughtful and honest, and should be of incalculable help to parents who desire to be fair to their children and help them to understand the inevitable problems of life. "'Tis true, 'tis true, 'tis pity; and pity 'tis 'tis true,' that those who read such books are usually those who need them least. For the married, old or young, there is nothing but wisdom in these carefully chosen words and a great help toward broader understanding, surer happiness, and perfect health."

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PERSONAL GLIMPSES

AMERICANS HAVE NICKNAMED THEIR FRENCH COMRADES "DIDONKS"

IT wasn't to be supposed that *poilu* would suit the American as a nickname for the French soldier. It doesn't have the tang or the snap the "Yankee" requires when he calls any one "out of his name" in a friendly manner. To the Americans the *poilu* has become a "didonk," and the term is used quite affectionately. Explaining the origin of "didonk" a woman correspondent of the *Chicago Tribune* writes:

Trust our men to have a phrase all of their own for the *poilu*. They call them "didonks" with all the affection which an applied *petit nom* can have. The derivation of the word is amusing. All French *poilus* address you in the second person singular. The *camaraderie* of war has broadened the use of this *tutoiement* until only your superior officer gets address as "you." And every *poilu's* first phrase, whether he is asking you for a drink of red wine, or about to grill you within an inch of your life for having broken some rule, begins, "*Dis donc!*"—the equivalent of our national "say."

Hence the nickname.

And since the magnificent defense of the French Army and the way they once more saved the day—very literally, saved it for England—our men admire and like them more than ever. All the letters I have had from our troops during the last week have all said: "I hope to Heaven we go with the French."

This blind confidence in a nation which every one has been saying was tired, worn out, ready to quit, is the highest tribute to the staying quality back of the Army.

It is a cheering sight to see the number of troops arriving. I went over to the Gare d'Orsay the other night to see the crowds who were leaving town on account of the continual bombing and shelling we got for a while, and I was surprised to see large groups of privates.

They asked me why the huge crowds were in the station. I was a little ashamed to tell them that all these people were leaving Paris through fear; since I knew in advance what high ideals they had of French courage, so I said that in France it was the custom for the city people to go to the country for Easter vacations and take the children with them. Which is the truth, and was actually the case with many hundreds of these people, I am sure.

But to show you how the people who stay in Paris regard this "excuse" for leaving Paris, I heard two chauffeurs get into their usual noon-time argument yesterday, and when all the epithets had been used up, one turned to the other and said, "*Va, Vacances des Pâques!*" "Can it, old Easter vacation!"

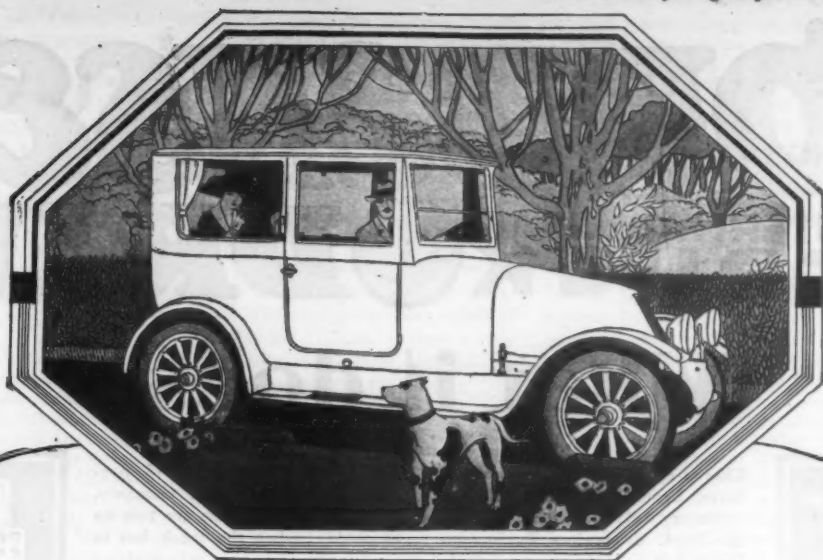
Some of the chauffeurs are so indignant at all this exodus, tho it nets them a rich day, that one of my friends tells me that when the taxi came to the hotel for him the chauffeur said, "Have you any baggage?"

"No."

"Are you going to a station?"

"No."

"All right, get in. I'm sick of all these people who are running away. Where do you want to go?"



Why the Franklin Car Delivers Service Without Waste

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The national need of economy has brought the whole motor car proposition squarely down to a basis of: Service without Waste.

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For sixteen years, the Franklin has been built on the principles of Scientific Light Weight, Direct Air-Cooling and Flexible Construction. For sixteen years, the Franklin has been piling up remarkable economy records as proof of the correctness of those principles.

ELECTRIC PRIMER insures ready cold weather starting, even from lowgrade gasoline. Minimizes spark plug fouling and loading up.

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NEW OILING SYSTEM with reservoir and wick eliminates messy grease-cup troubles. Surer; requires less attention.

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PISTON CONSTRUCTION automatically takes up cylinder wear. Maintains compression. Engine indefinitely retains responsiveness.

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And he inevitably develops a new standard of motoring. He will never again tolerate the wastage of an inefficient car.

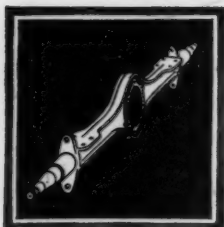
For it is not unusual to own a fine car; nor even unusual to own an economical car; but to own a car that is both *fine and economical*, is so unusual that it is possible in only one automobile.

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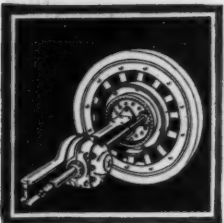
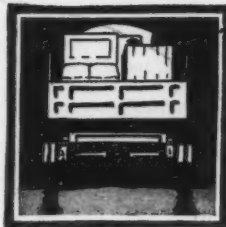
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This I-Beam makes Torbensen Drive lighter and stronger than ordinary drives. It carries *all* the load. It makes Torbensen Drive last as long as any truck. It makes rear tires give 20 percent more mileage. It is *patented* and is probably the main reason for Torbensen leadership.

Torbensen Drive adds 45 percent to rear axle road clearance. Where streets or roads are torn up or muddy; when the truck has to go 'cross country; when deep snow drifts are encountered; this extra road clearance often marks the difference between a stalled truck and free, clear driving.



Here you see how Torbensen Drive works. You can see how the sturdy I-Beam passes through the wheel hub and how it supports the differential housing. This construction absolutely separates the functions of the load-carrying and driving parts, yet it holds them in practically perfect, permanent alignment.

Unusual accessibility makes it easy for any driver to keep Torbensen Drive thoroughly lubricated and finely adjusted. Torbensen Drive is exceptionally free from mechanical troubles. It is made so readily accessible to cut down the time and cost of repairs or adjustments, *should* they ever become necessary.



Simplicity is the keynote of Torbensen Internal Gear Drive. Power is applied to the wheels through internal gears at the wheel and near the rim. This gives Torbensen Drive great leverage for driving just where it is needed. It increases pulling power and saves gas and oil. These gears are guaranteed for two years—two years of faultless rear axle service.

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GERMANS ARE FED "FRIGHTFULNESS"
IN THE NURSERY

EDUCATION in "frightfulness" begins with the German almost in the cradle. The favorite poet of the nursery is Dr. Hoffmann, who, in 1845, wrote a series of verses that were gathered under the general title of "Struwwelpeter." The book had reached its twenty-third edition in 1914, when it became more popular than ever, and Dr. Hoffmann is now known as the "Poet Laureate of the Children of Germany." R. E. Harlow writes in the *Boston Transcript*:

According to "Struwwelpeter" rimes, the punishment for the minor offenses of children was death, mutilation, or deformity, and each rime tells the story of some boy or girl who erred. The rimes, vividly told, are even more vividly illustrated with drawings by Dr. Hoffmann. They are best represented, perhaps, by "The Dreadful Story of Pauline and the Matches." For playing with matches Pauline is burned alive.

There can be no question that education of this sort makes a lasting impression upon children who have just arrived at an age of comprehension. Nursery books such as "Struwwelpeter" and "Mother Goose" are not the rage of a month, as a popular novel. Long before a child can read the words in these nursery books he can sit down and tell the stories by the pictures.

Here is a part of the sad tale of Pauline and the matches as arranged for the German nursery:

Mama and Nurse went out one day,
And left Pauline alone at play;
Around the room she gaily sprang
Clap'd her hands and danced and sang.
Now, on the table close at hand
A box of matches chanc'd to stand.
And kind Mama and Nurse had told her
That if she touch'd them they would scold her.
But Pauline said: "Oh, what a pity!
For, when they burn, it is so pretty;
They crackle so, and spit and flame;
And mama often burns the same.
I'll just light a match or two
As I have often seen my mother do."

Despite the protests of the family oats, Minz and Maunz, Pauline lights a match and then the nursing is edified by the following:

Now see! oh, see! What a dreadful thing.
The fire has caught her apron string!
Her apron burns, her arms, her hair;
She burns all over, everywhere!

Then how the pussy-cats did mew,
What else, poor pussies, could they do?
They scream'd for help, 'twas all in vain,
So then, they said, "We'll scream again.
Make haste, make haste! Me-ow! Me-o!
She'll burn to death—we told her so."

So she was burnt with all her clothes,
And arms and hands, and eyes and nose;
Till she had nothing more to lose
Except her little scarlet shoes;
And nothing else but these was found
Among her ashes on the ground.

The author of the rimes, Dr. Heinrich Hoffmann, was a German physician and professor of anatomy, credited in literature as a German humorous poet.

Hoffmann did not sit down and write out a child's nursery book. As a physician he had children patients and he attempted to win their confidence by telling stories and drawing pictures. It was in this manner that he made up the rimes

and drew the pictures, which, gathered under the title of "Struwwelpeter," became popular in every German home.

When Hoffmann was criticized by some of the intellectuals and literary critics, who declared that the rimes, and especially the caricatures, were highly exaggerated, the physician replied that he knew the German mind and was perfectly satisfied that his rimes and drawings would absorb German children; and the wide circulation of his book supported him in his theory.

After the start of the war in 1914 Edward Verrall Lucas wrote a parody on "Struwwelpeter," and called it "Swollen-headed William." Here is the "Dreadful Story of William and the Matches" as printed in *The Transcript*:

It almost makes me cry to tell
What foolish William once befell.
He's grown more headstrong every day
And now was left alone to play.
Upon the table close at hand
A box of matches chanced to stand.
Now Dame Europa off had told him
That if he touched them she would scold him.
But William said, "Oh, what a pity,
For when they burn it is so pretty!
So long I've waited for this game!
They crackle and they spurt and flame!"

The author brings his story to the same conclusion as did Hoffmann in his narrative of Pauline:

So Will was burnt with all his clothes,
His arms and hands, and eyes and nose.
All perished in a flaming crash—
Except the points of his mustache,
And nothing else but these was found
Among his ashes on the ground.

"MERCI BEAUCOUP," ALPHONSE,
YOU'VE GOT OUR NUMBER

A WRITER in a recent number of *Le Temps*, after a visit to the cantonment where United States troops were training, went back to Paris and wrote some very flattering things about the American as a fighting proposition. Of course we knew all about it before, but it makes pleasant reading. In the first place, he takes occasion to point out Germany's error in her estimate of American character:

The German psychology, which has so often been at fault, has never at any time been more gravely so than with respect to the part of America in the war. They imagined, in the first place, that that country—the richest in the world and the most profoundly penetrated with ideas of peace—would put up with almost anything rather than herself run the risks of war and lose the immense profits which she had undoubtedly derived from her neutrality.

It never occurred to them that the practical spirit of the Americans could not only rise superior to the gross materialism of the Prussians, but that it was dominated and, in fact, directed by that moral and religious idealism which had so strongly impress all good observers, such as Bergson or Boutroux, and of which the highest exponent is the farmer of the great agricultural regions of the Middle West—a noble type, who to-day is the most ardent supporter of "a fight to a finish."

The English and the French have conceived one for the other an esteem, a friendship which is daily increasing. Nevertheless, by reason of the very marked

personality, which is of ancient date, of the English, there is often a barrier between us which does not exist in the case of ourselves and the Americans.

It is somewhat difficult to explain the cause of this condition of things, save, perhaps, that it is one of the corollaries of the law which has ruled the formation of the American, who is one of the most composite and yet cosmopolitan persons in existence, but who, nevertheless, is easily recognizable at first sight.

I saw yesterday an American unit in which men of very varied origin abounded—French, Polish, Czech, German, English, Canadian; such their names and other facts revealed them to be. Nevertheless, all were of the same or, at any rate, similar type, a fact due apparently to the combined influences of sun, air, primary education, and environment. But one was not long in discovering that the intelligence of each and all had manifestly a wider outlook than that of the man of single racial lineage and of one country in particular, as is likewise the case with respect to the intelligence of the traveler compared with that of the stay-at-home.

However that may be, the American soldier, as a fact, comprehends what is required of him with a remarkable rapidity which surprises his instructors, possessing both the will to learn and the facility to acquire. If I may believe good judges who have observed them, they pick up what they have to learn almost too quickly, and it is necessary at times to persuade them that it is not sufficient merely to know how to do a thing, but that mastery in performance can only be arrived at by prolonged practise of that which one knows.

Of course over here we all knew what the boys would do when they got to the front, but it is agreeable to know that others have an equally strong faith in the American soldier, for the writer declares:

I run no risk in predicting that the day when those who have the decision in such matters send American divisions to sectors at the front in the faith that they are instructed in practical tactics and ready to take their place in the fighting-line, they will at once prove their value, and little time will elapse ere these young fighters—infantry, artillery, aviators—very healthy, very sturdy, and alert all of them—become seasoned soldiers.

The general impression which one derives from a visit to an American camp is that of solidity. Physically the American is a compound of lime and grit. Often there is something of the young lad in the English soldier, even when he is of a ripening age. The American soldier is a man even in his first youth. It does not seem, if one observes him, as if the muscles could be tenser, the limbs more supple, the whole frame more hardened by exercise, or that the nerves could be steadier. The framework is certainly stronger than that of the average man. He is like a house the framework of which is iron instead of wood. A uniform complexion, almost bronze, with nothing in it of lilies or roses, helps to give an impression of irresistible strength. The "corporeal roots," as Taine would say, are deep-set in a nature richly productive.

Meticulously careful in his person, the American, like the Englishman, is a tidy creature and a lover of water. Before they could establish a regular water-supply at their camp or cantonment they brought barrels of water to make up the deficiencies of partly dried-up or exhausted springs and brooks. They attend not merely to

their own quarters and keep them in a condition of irreproachable cleanliness and order, but also to the villages and *communes* in which they sojourn. Immediately on arrival the Americans thoroughly clean up the villages, which, tho they charm their visitors by their quaint beauty, fill them with uneasiness because of their lack of cleanliness.

IT WAS CLEAN-UP WEEK AT UPTON WHEN SARGE BILL HIT CAMP

TALL, lean and swarthy, with a tilt to his service hat that makes the rookies sit up and take notice, Bill Jacobs has arrived at Uncle Sam's Long Island military resort. Bill is only a "Sarge" just now, but it wouldn't surprise any of the boys at Camp Upton who have seen him work out if he should return from the battle-fields of Europe a full-fledged major-general, for read what a writer in the New York Evening Sun has to say about him:

Sarge Bill has been looming large on the Long Island landscape for only a few days, but he seems to "have everything," as the baseball writers say. His name seems destined to be writ indelibly in the history of the Great War.

Sarge Bill drifted in the other day from Fort Sill and allowed he would stop a few days before going over to confer with General Pershing. While here he has consented to show the National Army men how the regulars do it. For Sarge Bill is a crack shot, a rough-rider of the old school, an uncompromising winner at the great American game of draw, and several other things besides, including African billiards and bronco busting.

A tall, swarthy, long-legged trooper is Bill, and you can tell from the way he wears his campaign hat—at a sort of reckless, aggressive tilt—that Bill is there forty ways or so. He has broad shoulders, but is built for speed amidstships, and he has a couple of campaign ribbons and several silver sharpshooters' bars on the port side of his chest. Bill's historic home is in Broad Ripple, Ind., but he hiked out of there years ago and hasn't seen the old folks in a long while.

"You just ought to see that horse," says Bill, speaking of the lamented glorious steed he left behind him. For when it was said that Bill "had everything," the horse he left behind him was unfortunately not included. And perhaps that means more to the tall sergeant of cavalry than anything else. Above all things, Bill loves a horse, and when they told him at Fort Sill he had been ordered East and that he must leave Rio, who had carried him many a mile over the plains and in Mexico, he allowed he almost rather let Pershin' get along without his help. But orders is orders, 'specially in the reg'lars.

"Say, that horse could open doors and take the cork out of bottles, to say nothin' of havin' a shot now an' then, an' climbin' stairs to the upper deck of the barracks. Why, many a night when ther' wuz a norther blowin' ol' Rio has came up an' pulled a blanket over me an' tucked it in as much as you kin tuck anythin' in on one o' them narrer-gage beds."

Some one inadvertently—it wasn't looked upon as inadvertent at the time, altho it was so regarded when later recalled—informed Sarge Bill that "clean-up" week

at Camp Upton opened up on the day he arrived. The Sarge contributed to the gaiety of the old-timers by announcing that he was "right there on that clean-up stuff," and, says *The Sun*:

The first thing he does is discover the 351st Machine Gun Battalion of the 184th Brigade at target practise with their automatic cannon. The little quick-firers were sputtein' and sputterin' all over the distant targets. "Ain't that wonderful?" says Bill. "Almost as wonderful as I kin do with my little Colt."

"Is dat so?" said the tall negro sergeant in charge of the firing squad. "What d'yer mean, as good as you kin do?" "I mean," says Bill, "I'll bet you ten I kin stiek more shots in the bull's-eye, in preporition to shots fired, with my little ol' Colt than you kin with yer machine gun, an' I'll only fire ten shots at that."

"Yer crazy," said the tall negro soldier. "Say, you fellers, here's a man wants to give away ten bucks. Ah'm goin' to let you in on it." The negro machine-gunners all grinned widely and made up a purse of the required amount. The machine gun began to sputter, and a stream of bullets sprayed into and around the target. Then Sarge Bill stepped up with his little old Colt automatic with a blue steel barrel about ten inches long. "Mark the target for these revolver shots," ordered the sergeant by 'phone to the man in the pit. Bill's gun sang a song of ten quick shots, and the way he reloaded was a revelation to the machine-gun men. Every shot went to the center of the "bull," and then he nonchalantly put the gun away and gathered up the twenty.

"You see," he said, "it's easy when you know how. I win. I put more shots into the target in proportion to the number fired than you did." He strolled away, leaving the negro machine-gunners looking rather mystified. Something had happened, but they couldn't quite figure out what it was.

Then Bill strolled around the corner of a communication-trench and found a bunch of soldiers, out of sight of their superior officers, engaged in the gentle pastime known as African billiards. Then, according to the voracious writer on *The Sun*, this is what happened:

"I'm a good shot," says Bill. "I'll shoot \$5 just to keep up the reputation of the regular Army."

"Got you," said a rollicking boy in olive drab. So Bill rolled and rolled a few times and his number always turned up and never was seven, and he finally rolled away with all the ready money of the African billiardists.

That was just a start for Bill, as far as cleaning up was concerned. He pitched a winning ball game that day, ran a road race, winning a little more "kale," and the last thing he did was to stroll down to the remount station to look over the horses there. Willy Warnke, the jockey, who is the star rider of the outfit, was out in one of the corral doin' his durndest to get aboard a good-looking sorrel horse that had just come in from Front Royal.

"Just a minute," said Bill to Willy. "If you really want to use that hoss to go aridin' you'd better let me tend to him."

"Where do you get off to ride a hoss?" asked Willy Warnke, who don't allow any back talk when it comes to hosses.

"You look as if a mule was about your speed."

"That's enough," shouted Sarge Bill, of Broad Ripple. "I'll be aboard that hoss in one single, solitary minnit fer five or ten or whatever yer want to make it."

"It ought to be worth ten of anybody's money to see that nag throw you over the fence."

It was the same old story. Warnke looked on amazed as Sarge Bill vaulted into the saddle and the sorrel went through all sorts of parabolas in an effort to shake him. Still in the saddle he leaned over and did the old cowboy trick of picking something from the ground. In this case it was Willy Warnke's ten spot.

THOUSANDS OF HOMING-PIGEONS AID ARMY AND NAVY IN THE WAR

ALTHO, like the war-dog, it seldom figures in the news from the Front, the homing pigeon is proving a valuable war-aid. Soon after his arrival on the field in France General Pershing sent home for pigeons, coops, and a regular staff to handle them. The American Racing Pigeon Union, with a membership of more than 1,800 pigeon-fanciers, promptly responded. D. C. Buscall, of Riverdale, Md., and J. L. Carney, of Pittsburg, Pa., both pigeon experts, were appointed lieutenants, and with a staff of men sailed with the first batch of pigeons for France. The birds serve as carriers on the battle-fields where conditions make it impossible to reach with wireless, telegraph, or telephone, and there are numerous occasions where the feathered news-carriers have saved many lives. Here are a few instances of their use by the British Navy as told in the Philadelphia Press:

A seaplane of the Royal Naval Air Service got into trouble at sea and tossed its pigeon at 7:24 A.M. The pigeon homed at 8 A.M., with this message:

"Am down off North Goodwin Light-vessel. Rough sea."

In half an hour a trawler was on its way to the rescue.

Here's another seaplane message: "Down at Nieuport. Compression-tap blown off. Radiator empty. Filling up with salt water and returning as soon as possible.—Tooke."

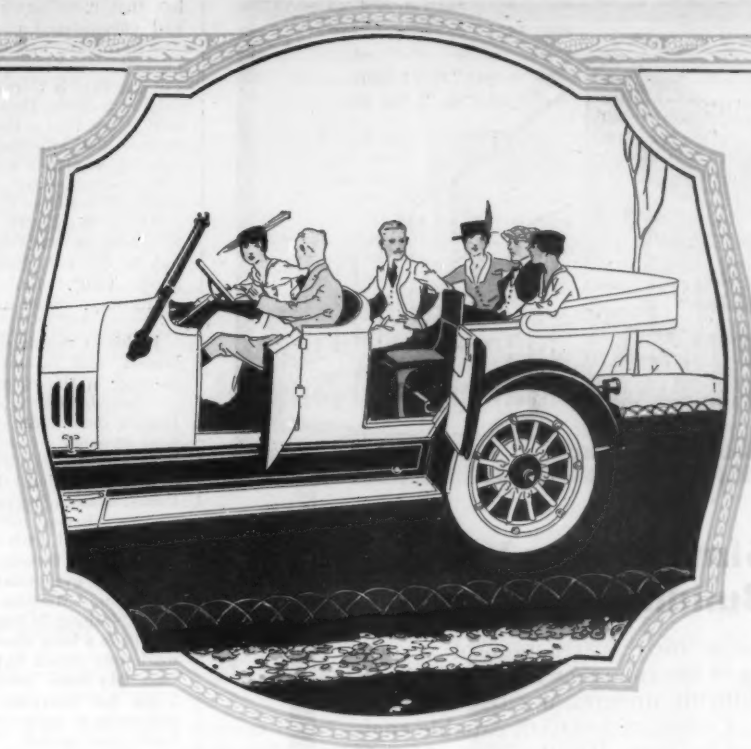
Another seaplane went to the rescue, but found nothing. Five days later the seaplane's second pigeon homed with a message in German dated from the Seaplane Station, Zeebrugge:

"English machine and Pilot Tooke are prisoners. Observer Crowther dead."

Sometimes the pigeon post brings in thrilling tales, fragment by fragment—tales of the sort you've probably never associated with that "nuisance" of a pigeon-loft down in the next block to you. At a certain seaplane-station in Flanders early one morning, a pigeon was spotted entering its loft, and the piece of thin tissue paper inside the small aluminum cylinder on its leg was at once unrolled and read. It bore the following message:

"Short shot down. Potvin? Ten miles N. N. E. Nieuport. One Hun down. My tanks shot. French T. B. D. on its way. Send fighters. GRAHAM."

At the seaplane-station, this meant that Flight-Lieutenant R. Graham, who had



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The improvement is not limited to the chassis. Hudson engineers worked to produce a well-proportioned, well-balanced car.

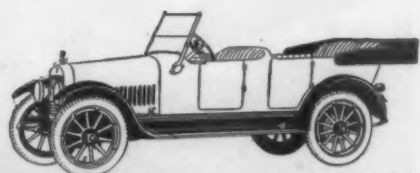
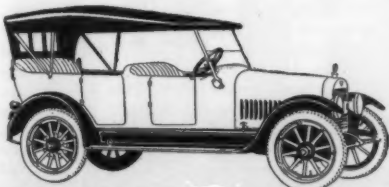
No detail stands out in distinction as against other parts. It is not because of its exclusive and famed motor that it leads. No special equipment in itself calls for unusual consideration in this new Super-Six. Even in the question of bodies, except as to their special fitness for various uses, there is no one feature upon which to place particular emphasis.

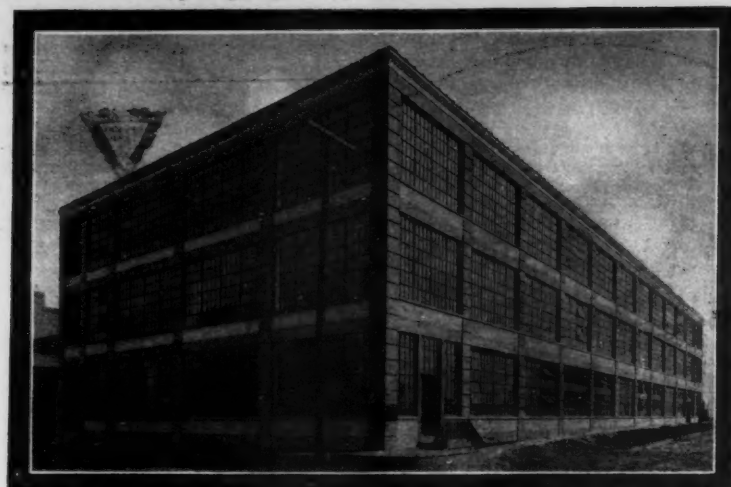
But we do point with pardonable pride to the car as a whole. It does have a wonderful and powerful motor. But so also are all other units just as well suited to their needs.

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left that morning on special patrol work, had encountered enemy aircraft, that a *Short* seaplane had been shot down whose pilot was, he thought, Flight-Lieutenant Potvin, that a German machine had also been shot down, that shots had pierced his own tanks, that a French torpedo-boat destroyer was approaching, and that more fighting seaplanes were needed at once.

One minute later another pigeon homed with this message:

"*Short* landed O. K. Down 10 N. N. E. Nieuport. Potvin? I shot one down but he did not crash. My tanks are no good. Can't climb. French T. B. D. on its way. Send more fighters quick.

"GRAHAM."

Eighteen minutes later, a third pigeon homed with a message from another member of the patrol:

"Am shot down. Hit in tank radiator. Rogers dead. Am unhurt. Please send boat at once.

"PAINE."

This was Flight Sub-Lieutenant L. P. Paine, whose observer was Sub-Lieutenant Rogers. Seven minutes later, a fourth pigeon homed with this:

"Machine turning over to port. Have jettisoned everything. Am on wing tip. Sea calm. Machine has seemingly steadied. Nothing in sight. I think machine will float a long time. Land 'bus has just made one circuit but I don't think he saw me. My love to my mother. Tell her I am not worrying. If machine sinks I will swim to buoy close to me. Two ships have just passed. Rogers was killed at once—wound in the head.

"PAINE."

Two seaplanes were sent to guide a French torpedo-boat destroyer to the scene. They located the damaged *Short* eight miles from Nieuport, and the writer in *The Press* says:

They had just reached it when a German submarine and four German T. B. D.'s arrived, and shortly after a French motor lighter and a small craft zigzagging madly to avoid the courtesies of the German submarine. The German seaplane was picked up in tow by the German destroyers and it is believed that Flight Sub-Lieutenant Paine was rescued and captured by them as he was no longer seen on the wing of his machine after a German destroyer had come alongside. Flight-Lieutenant R. Graham reached home safely with his machine, which was taken in tow by one of the patrol vessels, but it is feared that Flight-Lieutenant Potvin was killed by his fall. That ends the story. It all happened in a bare half-hour and the blood and tragedy of that half-hour were swiftly conveyed by pigeons.

There are hundreds of these tales of carrier-pigeons available. Over fifteen hundred messages have been handled by the Pigeon Service of the Royal Navy alone.

A British patrol-smack was torpedoed at dawn and what was left of the little craft sank in four minutes, leaving the crew struggling in the sea. In that four minutes, however, the skipper scribbled out a message, attached it to the leg of his naval pigeon, and sent the bird flying as his vessel sank under him. But the pigeon was seen from the submarine. Shots were fired at it, and the crew of the smack, struggling for their lives in the water, saw it hit. A few minutes later, it fluttered down on to the deck of a trawler twelve miles away, bleeding and with five of its flight feathers shot away. The trawler's



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**Firestone Giant Truck Tires deliver
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Rockinchair not only fits perfectly, but it is also *built* for comfort. The *full natural blouse* above the waist permits perfect *ease* in all bodily movements—no binding, anywhere. The waistband that snugly fits the waist, like that of your trousers, keeps the garment in position. The *one-piece closed seat* (just like your trousers) is both *comfortable* and *sanitary*. It means a *really closed crotch*. There is no complicated drop seat to sag, or gaping split seat to bunch and annoy you.

The patented *side leg opening* has only two buttons, placed where the eye can see them. They bear no strain; they won't tear off. This opening allows easy, quick adjustment and a broad, wide sweep that extends clearly across the back. *Simplicity!*

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skipper turned to its leg at once, unrolled its S. O. S. message, and "dug out" with all the speed he had. In a half hour, the crew of the sunken smack were being hauled aboard and given as tender care as had been bestowed on their wounded pigeon. The pigeon recovered, and for all I know is back again at sea this very minute.

It is such incidents as these that caused the British Government to request hunters to refrain from shooting pigeons lest they accidentally kill Army or Navy carriers. In lighter vein we have the story of a trawler skipper's first experience with the pigeons of war. Says *The Press*:

And then there is that trawler skipper who is known in every pub on the south coast to-day as "Beef Puddings." He was sent to sea with a couple of pigeons, but without any instructions as to when he was to use them. They got on his mind badly, for he felt that he was given them to use and somehow he was derelict in failing to use them. So, for the sake of using them, he wrote out a message, dispatched his pigeon, which duly homed, was duly noted by the attendant at its loft, and within a few minutes the wires conveyed duly the skipper's message to the rulers of the King's Navee, who duly read it:

"All is well. Just having dinner. Beef puddings."

The Naval Pigeon Service to-day has four thousand birds, divided into Continuous Service and Hostilities Only sections. The latter class numbers some three thousand, lent by their owners, about three thousand British pigeon-fanciers, including the King himself, to the Navy for service at sea.

Following the receipt of the message from General Pershing, Frank J. Griffin, an enthusiastic breeder of racing homers in New Rochelle, N. Y., was commissioned a major to supervise the newly created pigeon section of the Signal Corps, with headquarters in Washington. More than three thousand pigeons have already been shipped to France with one hundred trained men in charge of them. Of the care and use of the pigeons on the battlefield a writer in the *New York Sun* says:

On the battle-fields the pigeons are cared for in mobile coops. These resemble somewhat the ordinary moving-van and are set about a mile apart from five to twenty miles in the rear of the first-line trenches. In them are nesting-boxes, observation traps, storage-room for feed and other accessories, and accommodations for one or two men, who are constantly on duty.

The pigeons enter through a door obstructed by bob wires. These hang loosely and will swing in but not out. When a bird enters the movement of the wires sets off an electric bell and the attendant catches the pigeon and takes the message from an aluminum cup-shaped receptacle attached to one of its legs.

Major Griffin, at the annual meeting of the American Racing Pigeon Union, said that of the messages that have been forwarded by homing pigeons from the trenches at the front, through barrage-fire, in attacks going over the top, in cavalry-charges and in infantry-charges, 97 per cent. had safely reached headquarters. He urged the members to start their birds breeding at once. This was in December; they usually do not



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- "Next day, when I called, I found the doctor hiding behind a regular after-banquet cigar.
- "Ah Ha! Physician, cure thyself"—I laughed.
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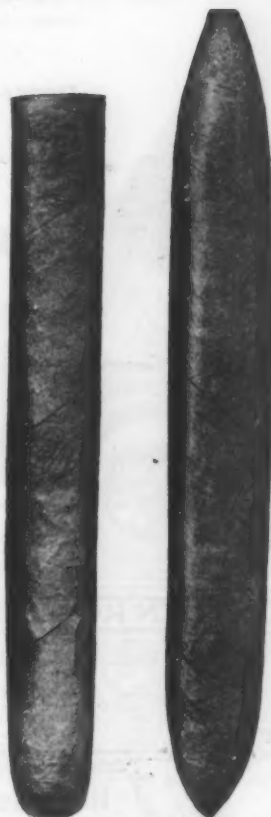
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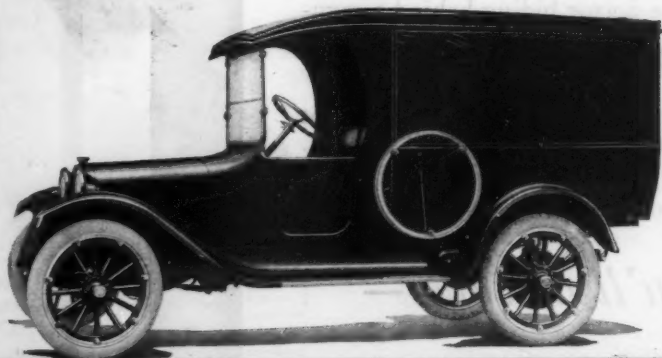
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start until the middle of February. The pigeon men acted on the suggestion and are now prepared to keep up a steady supply of birds for government use.

Major Griffin also referred to the losses of pigeons in races while the country was at peace. He called special attention to the Chesapeake Bay section, where he said it sometimes happened that the gunner who had the greatest number of homing-pigeon bands on his string was acclaimed as the best shot in the party.

Pigeon-racing will begin in May and extend to October 13, the races covering distances of from one to six hundred miles. The amalgamated associations are arranging for a special car and a man to convoy the pigeons to each liberating point. The races eliminate the weaklings among the breed, and only those returning home in a limited time are kept for breeding. To protect the birds generally, and government birds in particular, from the sportsman's gun, Federal legislation has been requested by the Signal Corps for the protection of homing pigeons in interstate flight. Legislation has also been requested to punish any person found to be unlawfully detaining a government pigeon.

The intelligence of the homing pigeon has been quite wonderfully demonstrated in the war. It is the natural custom of the homer when released to circle around the spot, gradually rising until it recognizes some landmark when it flies in a direct line to its home, but, says the writer in *The Sun*:

In the trenches they have learned that to circle adds danger to their lives. It is never any too safe at these places of liberation, and the trained homer does not rise any higher than is necessary to get its bearing, usually flying directly to the rear, without ascending more than a few hundred feet above the ground.

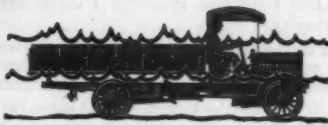
This is not the general procedure of homing pigeons, the tendency of the birds when released in races at home being to circle, sometimes for an hour over the spot where liberated.

The United States is not behind in pigeon-racing. It has something like four thousand homing-pigeon fanciers. In Belgium pigeon-racing was long the national sport. It has been reported that as many as thirty thousand pigeons have been released at one time in the grand national races. In England a race containing from five thousand to ten thousand was considered a common occurrence.

The English Government discovered shortly after the war began that information was being carried to the enemy by a method which it could not detect for a long time. Finally it was learned that German subjects had established lofts in England where birds were kept for the express purpose of carrying messages to Germany. The authorities thereupon ordered all pigeons liberated, and put under government control all that returned to their lofts.

The supervision over homing pigeons in England now is so severe that an owner can not take even one bird into the street or transfer it to another person without a police permit. The last known shipment of homing pigeons from England to the United States came to J. Willoughby Mitchell, of New York. It consisted of seven pigeons. The permit required the listing of each band-number and each pigeon had to have one wing

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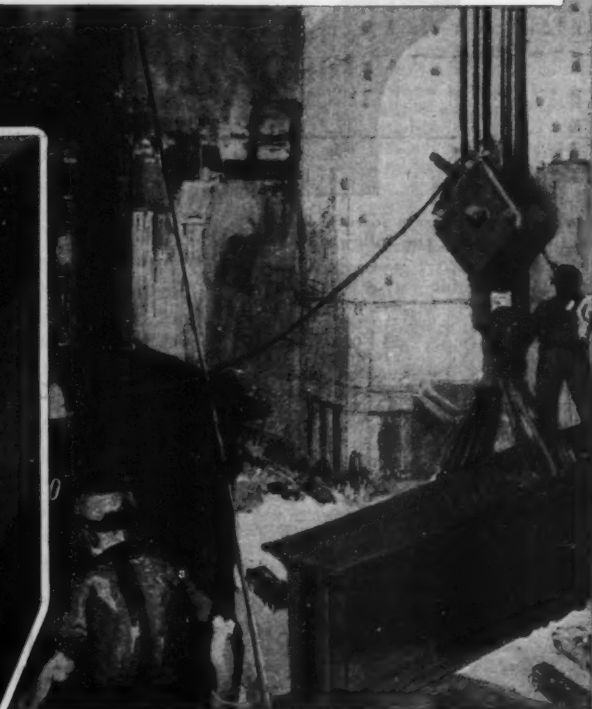
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well cut down or the primary or secondary flights of one wing well shaved. The latter precaution was taken to prevent the bird from returning until after the feathers had grown in again.

LETTERS FROM THE FRONT TO THE FOLKS AT HOME

ANDREW J. MURRAY is a corporal in Company H, 165th Infantry. In a letter to the home folks at Great Neck, L. I., he tells of the ruined towns and the atrocities of the Germans. While he does not speak as a witness of the foe's brutality he quotes from the lecture of a French Captain. In a letter printed in the *New York World* he writes of a ten-day march:

It is terrible to see all the fine towns that were once beautiful and now in ruins. There is a little town about two miles from where we are at present that was the scene of a great battle in the early stages of the war. A French Captain was giving us a lecture to-day and told us all about it. He told us how a platoon of sixty Frenchmen held the town for twelve hours against a German brigade and when the Germans got into the town there were only four of the Frenchmen left out of the sixty.

When the German General found out that sixty Frenchmen held the town for twelve hours he had his soldiers line up sixty French civilians, all old men, to be shot in the street. He sat at a table with a bottle of wine and his signal for them to shoot was when he was raising the glass of wine. Then they burned every house in the town and shot the women and children as they ran out of the burning houses. He told of one woman running through the street looking for her six-year-old child when a German soldier asked her what she was looking for. She said, "My boy." The soldier walked over to where the dead boy lay and gave him a kick and said, "Here he is for you."

This is only a little of what the French people suffered at the hands of the Germans. They burned the church and left it in ruins. I was over to see it Sunday.

Well, I guess I won't tell you any more about these Germans. I know you will have your Irish up by the time you have read this, as I know how you love them.

Russell D. Farris, of Everett, Washington, is getting quite accustomed to bombardments—in fact, the only way he can be removed from the front during the war is to kill him or take him away on a stretcher, he declares in a letter which is printed in the *Seattle Post-Intelligencer*, and in which he writes:

Just now everything is quiet, but about fifteen minutes ago the *Boches* were pounding away at something in this vicinity. I don't know what. However, we pay no attention to anything that doesn't land within six or seven hundred feet, and even when they land within fifty feet there is no great danger. This old war is one long string of excitement from morning till night, and from the first of the week to the last. You never know what is coming next. The phon may ring at any moment, day or night, and order a barrage-fire and in ten seconds from the time I get the order the old boys are pounding away. The

order comes to stop in the same way. One of our amusements is in watching the battles in the air, which seemed very thrilling to us until we get up here at the front; now they are just a part of the day's work.

The other day myself and another fellow were sent out to make a sketch of the country occupied by the Huns, and it was very interesting, besides being exciting. We went through country which the Germans had retreated from, and I can honestly say that there isn't a square yard of ground which hasn't a shell-hole in it, some of them only a couple of yards in diameter and others that you could put a house in. Walking or crawling through that kind of territory isn't easy. The weather is cold, but in the daytime warm enough to be muddy, and with equipment consisting of overcoat, two gas-masks, steel helmet, field-glasses, pistol, canteen, first-aid packet, bolo, flag, kit, extra cartridges, and sketching board, you wish you were back home in your shirt-sleeves. Don't think for a minute that I am not glad I am here, for I am. I carefully weighed in my own mind what was what before I enlisted, and now that I am here, the only way you could get me away is to either kill me or cart me off on a stretcher.

Yesterday morning I was sent out with an officer and one sergeant as a telephone-operator to observe the effect of our fire on the *Boches*. We took up our position in a shell-hole big enough to bury old 109 (name of Everett car now scrapped) in, laid our telephone-wires and waited for results. They came in the form of "Big Boys" from our friends, and landed all around our hole; but, thank God, none of them came in. In the meantime we were shelling them, and from where we were could see our shells burst right in the *Boche* trenches.

We have been gassed a couple of times, and take it from me, it is no fun to wear those masks and steel helmets.

They wouldn't be from America if they couldn't find humor in almost any situation "over there." Sergeant Francis Brown, of the 161st Infantry, Company C, formerly the Second Washington Infantry, in a letter which is printed in the *Seattle Post-Intelligencer*, writes of the transportation system in France:

Did you ever hear how they start a French train? Well, here it is. We are stopt at a French station. The agent comes out and rings a little bell, about the size of the one Aunt Ella uses on the dining-table. He keeps on ringing it until he attracts the attention of the conductor. The "con" takes out a long fish-horn and blows and blows and blows. It is wonderful the lung capacity of these French train staff-officers. At last the engineer hears him and answers with the engine whistle, which sounds like a peanut-roaster. Finally we get started and run along at about ten kilos an hour.

In the evening we stopt for good and unloaded in heavy marching order. I guess the officers thought we needed a little exercise, for they hiked us three miles over an icy road to our billets. A couple of French officers went with us, and when we got to the village they went from house to house, dropping a dozen or more at each home. The fellows slept everywhere—barns, hay-lofts, any old place where there was room enough to unroll the blankets.

I was fortunate in drawing a hay-mow

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and had a fine rest. Everybody was tired and a chance to "flop" was welcomed no matter where it was. We got up at 9 A.M., and had a good old army standby breakfast—corned horse and hardtack. But it tasted mighty fine.

While waiting for the company to assemble an old Frenchwoman beckoned me into her house, put a chair before an ancient-looking stove, took a hot brick from an oven, I guess, and insisted that I put my feet on it. It was a crimp morning and I was cold and wet and, of course, didn't object to the fire. She offered me a drink of black stuff that I took to be coffee—but she couldn't get by with it; I wouldn't take it. She looked me over; I guess I was the first American soldier she had ever seen.

George Washington hasn't reached the Front yet, but he is down at Camp Pike, Mississippi, getting ready to do his bit. When George was drafted—by the way, George is a young colored person of Vicksburg—he really had no grievance against the Kaiser, in fact, he was not of a bellicose nature anyway, except in the quiet of his own home, and there the odds against him were pretty heavy, for Martha—that's his wife—weighs nearly two hundred pounds, while George might be counted as a featherweight. But like all the boys who are responding to Uncle Sam's call he is coming on, is George. In fact, to judge from a letter which he writes from camp he is developing such a streak of fighting blood that Martha is fearful she may not be able to maintain her prestige when he comes marching home again. So the other day she consulted with Sheriff Frank Scott as to the best means to be employed in getting a good safe divorce from George, and the Vicksburg *Herald* says:

Martha said she and George did not always get along well together, and the only thing kept her from getting a whipping from him was that he was a "runt little nigger" and he just could not "outfit" her. But Martha said George had "writ" her a letter which she produced. Along with other news it contained the following startling information:

"Them white folks here put some sirup in my arms from the blood of a mad bull and a game chicken that will make a nigger fight a cannon, and I is already feeling like fighting even if they say it takes six months to make a nigger real mad at de 'hunnie,' dat's what they call them folks we niggers are going to fight for democracy. When I comes home wid that fighting blood in me, if I finds out you ain't been doing right, watch out for George; and I knows how big you are."

Martha wants Mr. Scott to get her a divorce from "dat nigger" or else get her some of "dat sirup," as she don't want no little "scrubby nigger" whipping her.

Leonard Young, who was with a Canadian regiment at the Front, lost a leg in battle, but he refuses to leave the war-zone until the cause of the Allies is won. Unable to fight longer he has turned his attention to helping to entertain those who can still battle with the foe. He has been put in charge of a concert troupe which will visit the rest-camps back of the firing-

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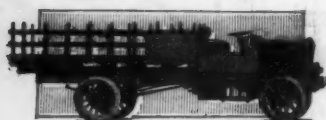
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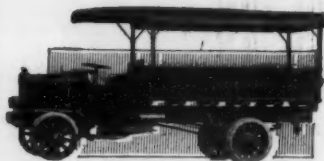
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Winther Model 68, capacity 6,000 pounds.
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Within twelve months Winther Motor Trucks had taken their rightful place in the front rank of high grade American Motor Trucks.

Their position is acknowledged by our friends, the other builders of quality trucks in this country; by the "trade" (witness the fact that Winther distributors are admittedly the "cream" of American Truck distributors), and by the hard-headed business public who buy them.

This record stands unique, we believe, in American truck history.

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Model 28 Maximum capacity 1 ton
Model 48 Maximum capacity 2 tons
Model 68 Maximum capacity 3 tons

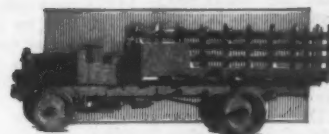
Model 88 Maximum capacity 4 tons
Model 108 Maximum capacity 5 tons
Model 128 Maximum capacity 6 tons
Model 148 Maximum capacity 7 tons

Winther Motor Truck Company

Winthrop Harbor

Department J

Illinois



Winther Model 88, capacity 8,000 pounds.
Bodies of any type supplied if desired



Winther Model 108, capacity 10,000 pounds.
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Winther Model 128, capacity 12,000 pounds.
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lines. He writes bravely of his condition to a woman friend in New York. He is happy, and will be happier, he declares, and in his letter he says:

Don't say you can't be reconciled to what has happened—because I am and I have learned many things that I could have never learned had it not happened to me as it did. If you could see, as I have, what others have sacrificed, you would count mine as nothing. Do you remember saying to me one day: "I don't want you to go back to Canada. I don't want the war to claim you." I knew then that what you didn't want had to be, whatever happened. And I tell you this truly, that I have never had a second's regret since I enlisted January 4, 1916. So long ago, it seems, I think I've lived twenty years of joy and sorrow in those twenty-two months, more than I can ever describe. Certainly I have never been so happy as I was sometimes in France—certainly, I have never felt sorrow like unto that I have felt there. I knew well while I was in New York that the supreme period of my life was approaching. And it came, Grace! I drank deep of the cup of life and death, I walked the valley of the shadow and the slopes of Olympus. Do you think I am sorry now because I have paid a price?

So don't grieve for me. I am happy, and will be happier. But all the same I thank you for your wishes.

Good girl! You'll never do better work than that you do for the soldiers and sailors. By now you will have discovered that they are "some audience" to sing to. I wish you could see them in the entertainment huts at the Front. I, even I, have danced to wilder applause than Bernhardt ever got, and have thrilled to a response that she might envy. To sing and dance and act to laughing men who will lie dead at the dawning of the second day afterward—to give them, perhaps, their last note of music, their last jest, that is to experience a weird thrill even the Divine Sarah can never have. I have kicked a satin shoe nearly in the face of a laughing man, whose wounds I have bound up three days later. And more! I have played the piano for a fellow performer who has been blown out of existence in the next attack.

I have never enjoyed anything as well as our performances at the Front. We couldn't give them regularly except when we were out at rest, but we managed between Christmas and April to give about twenty-five performances to different battalions. We got our music from London, and wrote a musical comedy in six hours that entertained thousands and thousands of troops, and was attended by everybody in the Canadian Corps, from the G. O. C. downward. I received the congratulations one night of our divisional general in my capacity of director, clad only in a pair of pink tights and a blond wig, and one of the boys reproved me later for not "standing to attention" when I spoke with the big man. The things I could tell you if I had time would make you die of laughter. Our "leading lady," Pete Hamilton, was so beautiful that I myself, who made him up each night, used to fairly gasp when I would watch him from the wings in his spectacular entrance, clad in cloth of gold and lace, roses trailing carelessly from his bouquet. And he had a voice—soprano—that thrilled!

He evidently enclosed a picture of some

of his soldier companions in their dancing costumes, for he writes:

The lady in black in the picture is Alan Murray, one of my particular pals who dances like a Pavlova, and who is at his best as a dashing adventuress. It was he who made all the ladies' costumes from material sent from London. Can you picture me, Grace, in hand-painted chiffon, cut *décolleté*, a sumptuous cloak of black and silver thrown about my slender form, a "throw" of ermine adding additional richness? I suppose you can't! I was the *ingénue*, and danced a fancy fox trot with Alan Murray that nearly took off the roof. I also sang, in a dreadful soprano, a song about Bohemia, and many from Tipperary with a dancing chorus of soldiers. What fun it was! We enjoyed it even more than the audiences. Alan and I were asked to dance our fox trot at a big *bienfaisance* in a French town, and had the unique pleasure of dancing for civilians. How those French women "oh! la-la'd" when I floated out in my chiffon! We always had a full band to accompany us in all our performances. And whoever can't dance their best when accompanied by a brass band must be made of wood. It was ripping!

It was Alan Murray, too, who was with me when I was wounded and saved my life by his promptness and presence of mind, as the shell fragment severed both the main artery and vein in my leg, and I would have bled to death in five minutes if he hadn't taken hold of the situation. He's very fond of me, and his solicitude for me made him fearless for the time being. He led the way back over the deadly ground he had traversed in fear and trembling ten minutes before, as calm and unafraid as if he were walking in Central Park. He didn't have to come back with me at all, as a fresh squad did the carrying, but he insisted, and never left me until I was carried into the Casualty Clearing-Station about two hours later. Some boy, Alan!

They tried to save Young's leg but gangrene set in and they had to operate to save his life. He writes pathetically of the suffering that must have been caused his mother when she received the official bulletin of his condition, the cables of his comrades breaking the news more gently not having then reached her:

It was a bit of a shock when I first knew it had to be, but it was that or dying—and for mother's sake I didn't want to die, altho I didn't care a button for myself. But by the time I got over the first terrible weakness I had resigned myself to the inevitable, and it's been all right ever since.

It's very strange, Grace, to go down close, close to the mysterious gates. Do you remember the "Poor Little Rich Girl" and her distorted visions? I had them. Nothing was real, or it was so mingled with the unreal that I couldn't distinguish between the two. To me, who have never in all my life been ill, the whole thing took on a quality of utter unreality. I climbed gradually out of this world of soft voices, of horrible visions, of strange odors, of pain which I couldn't localize, and realized that the soft voices were those of gentle English sisters, the visions had gone, the odors were of ether and roses, mingled, and the pain came from my curtailed limb and from huge needles stuck in each breast, communicating with saline somewhere up aloft, and converting it,

I was led to believe, into blood. Isn't it wonderful?

And, oh! I was lonely! I felt absolutely deserted. It seemed years since I grinned a wry farewell to Alan. It was many weeks before I got over that lonely feeling. I think it was part of my weakness. Then, too, I worried about mother at home. Several of the boys had sent off private cables to her telling her I was getting on splendidly, but I wanted to hear from her direct to know that she wasn't worried. And the mail was delayed. Nobody knew where I'd been sent. I'd been put on board one of the *Duchess of Sutherland's* barges and sent down to a base hospital, expecting to go at once to England, but a diphtheria scare kept me back a week. Finally I reached Blighty, away up in Birmingham, and stayed there for a little while until my wound healed. There I received my mail and saw one or two of my friends, and the loneliness began to disappear. My friends tell me now that I looked as thin and as white as a piece of paper, but I really felt quite well.

I have moved to Ramsgate, but in the air-raids there some of the hospital patients were killed, so we were dispersed to various places in England. Luckily I came to London, where I know several people, and I've been very happy ever since, except, of course, that I'm sick to death of hospital existence and dying to be away again. In time my dear mother's letter came. They'd had a trying time, for none of my pal's private messages had come and all they received was the official notice from Ottawa, which doesn't dwell on details and which sticks to broad facts. My heart swells and chokes me when I think of dear mother opening that cable and reading merely, "We regret to inform you that on June 2, 1917, Pte. Leonard Young, 530640, was dangerously wounded." That was all they knew for a whole week, and they waited with a sick dread every time the postman rang the bell, in case—Finally they received a personal cable from my commanding officer saying that he had seen me and that I was "out of danger," also giving them the first news about the amputation.

Then he writes of his intention to remain near the Front and direct the "tours" of the concert company as they "carry on" through the rest-camps:

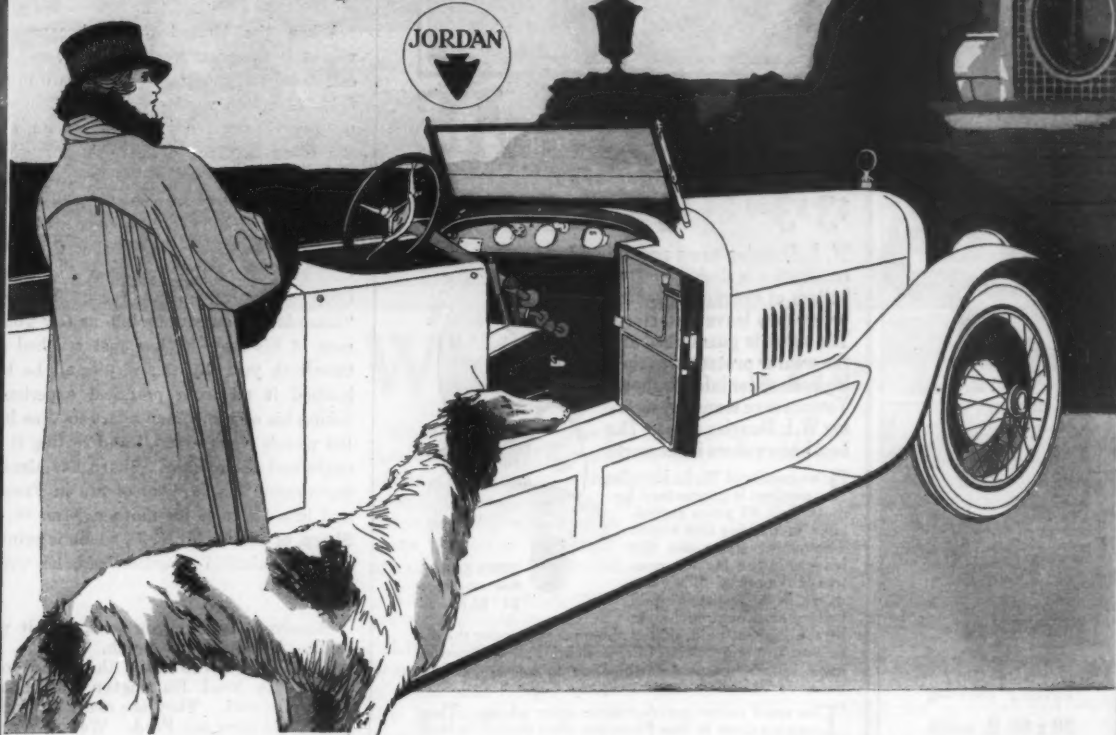
One more fact before I finish. I suppose you'll think me an awful ass—but I'm going back to France. I've been offered the directorship of the Third Divisional Concert Troupe, the finest in France beyond a doubt. No more soldiering for me, of course. I don't suppose I shall ever go "up the line" again. An artificial leg is a very wonderful thing, but it is not intended for a muddy trench or a Flanders road, so I shall stay in the rest-places just back of the lines and "carry on" with my troupe of twelve. Hamilton and Alan Murray are the ladies. They were transferred from our ambulance by special order of the general to do concert work—and the others are picked singers and comedians as clever as the dickens. I'm going to put on Gilbert and Sullivan even!!

I could go home of course, but I'd be utterly miserable at home, with all the men I know over here. So until this little old war is ended I guess I'll be in it. I do hate being out of things.

Grace—I want some diamantine stuff for a gown for our leading lady. It's rarer than rubies in England. I wonder

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Sport Marine



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The Jordan Sport Marine is the first completely equipped motor car ever offered as a stock model by a manufacturer. It is a custom made car at a stock car price.

The new Continental motor, introduced by Jordan, eliminates vibration, accentuates speed, increases power and affords a degree of economy and smoothness that is far in advance of the times. The aluminum body is fifty pounds lighter, free from rumbles and ripples and takes that beautiful velvety finish.

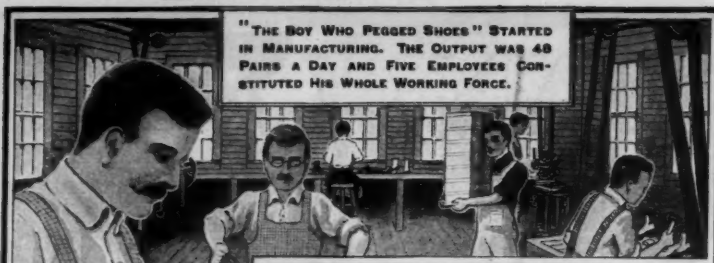
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special hand buffed, genuine leather, with velvet tonneau rug. Rim wind sport clock, and tonneau light empanelled in Honduras mahogany.

Because of its completeness, its ultra comfort, its smartness, the Sport Marine is essentially a woman's car.

It is fashionably low with five 32 x 4 wire wheels and five Silvertown Cord Tires, special speed gear ratio, sport windshield, tailored top, traffic bumper, motometer, Macbeth green visor lenses and Lin-Rhubber on running boards as standard equipment. Curtains that open with the doors.

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CAUTION—Before you buy be sure W. L. Douglas name and the retail price is stamped on the bottom and the inside top facing. This is your only protection against high prices for inferior shoes. **BEWARE OF FRAUD.**

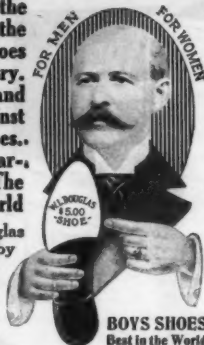
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President
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Factory showing
30 x 60 ft. room
in which
W. L. Douglas
began manufacturing
July 6, 1876

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BOYS SHOES
Best in the World
\$3 \$2.50 \$2

if you could get some in New York? Beg, borrow, or steal all you can. I want to make a "splurge," and if you come across anything striking in the way of apparel or ornament that nobody wants, beg it—and send it to me, like a dear. We can use it. What's become of the vaudeville dress? I have no shame. Give it to me, if it still exists. It shall win new glories on the battle-fields of France!

When the United States became involved in the great world-struggle, and the call came for young Americans, two broad fields of action were presented. One was putting the Hun out of commission, and the other helping to keep the American fighting men in action. Gresham Sharp chose the latter as the branch of the service in which he could give of his best to Uncle Sam. He joined the Columbia College Unit of the American Ambulance Corps as a mechanic, for he knew the "innards" of an automobile as few young men of his age—he has just reached his twentieth year, by the way—and he had learned it all from practical experience, taking his own machine apart to "see how the wheels went round," and setting it up again and then again. Sharp has already experienced his baptism of fire in France, and in a letter to his mother, Mrs. W. T. Sharp, of Plainfield, N. J., which is printed in the Plainfield Courier-News, he writes cheerily:

Received the box you sent, and it was great. Thank you so much.

Met a boy who is in the same company with Fred Harrington and knows him quite well. They are near, but I fear too far to ever see Fred. We are with a French division which moves about continually from place to place, wherever they are needed, and our section goes with them wherever they go.

We expect to make another move soon. We had to leave our last base for the Germans were shelling the town. We took refuge in the cellar of an old abbey twenty feet below the ground, and for a few nights did not get much sleep while the Boches were throwing 14-inch shells near our base.

"Bob" Fraker is on detached service now, in a motor-base park up in Sector —. They cut the sections down to thirty-four men, so we had to leave some men in Paris to await assignment to special duty.

I am writing this out in front in our dugout. There is only one other American with me, every one near being French. We get on somehow; manage to understand each other after a fashion.

I can hear the French guns firing just a few hundred feet from our *poste de recrui*, giving the Boche some "souvenirs." We have four days on post and four days back at base.

The French with this section believe that the war may soon be over, and young Sharp offers a hearty concurrence. He writes:

The Americans are arriving every day—more and more—and they sure do look good to us. They seem to be preparing for a long war, but the French with us think it will be over in a few months. Believe me, I hope the French are right,



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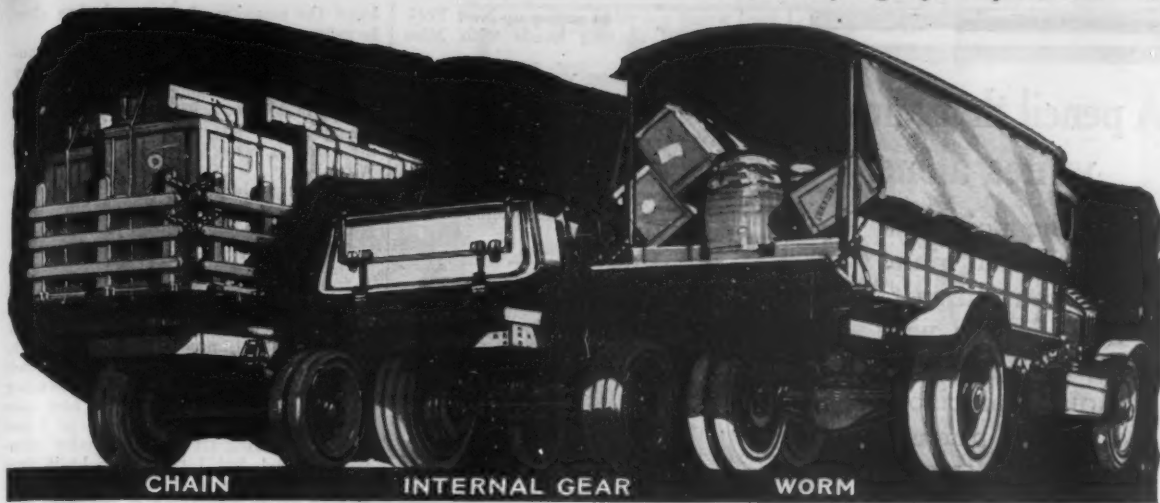
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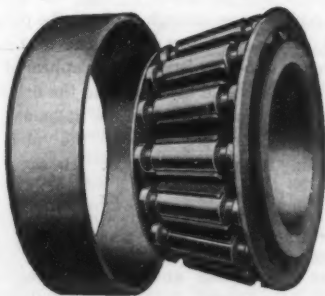
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for I would not mind sailing up New York Harbor, and shaking hands with Miss Liberty.

Things are getting very lively. I can not tell you much, but we are busy.

The food is good and we get plenty of it. I am perfectly well and have been ever since I have been over here.

I wish you would send me *The Courier-News*, for I would like to have all the news from home. Number your letters so I will know if I get them all.

A THREE-HOUR BATTLE WITH A 500-POUND SAWFISH

FISHING has usually found its place in the category of lazy men's pastimes, but there are as many kinds of fishermen as there are various sorts of fish. There's the angler who dangles his line off the end of a pier while he dozes in the sun waiting for a torpid flounder to bite, the fisherman who wades the mountain-stream and weaves his way through the entangling alders in pursuit of the elusive trout, the enthusiast who fights the bluefish in the surf or hunts the salmon in its haunts, and the chap for whom all these sports are too tame, and who goes after the big game-fish of the sea.

You probably read in *THE DIGEST* something about fishing in Florida waters, and how sixty-year-old Captain Pettit fought for an hour with a 170-pound tarpon that jumped into his boat. That was a good deal of tarpon, but just read how William C. Schroeder, of New York, captured 525 pounds of sawfish with a rod and reel after a struggle that lasted for three hours. When the fish was finally landed it was found to be 14 feet and 1 inch long, and its girth was 4 feet 8 inches. In describing what he terms "the fight of his life" in the *New York Sun*, Mr. Schroeder says:

I had been trolling for kingfish and as they didn't seem anxious to show themselves I made my way to a point of land to rest up a bit, and purposely let lie my trolling-line in the water astern. No matter how scarce the fish I always entertained the idea that a line in the water was worth more than one out of water.

I was sitting on the shore gazing toward the horizon and thinking of that big black-fish I had caught off Seabright and the enormous plaice that I once lost at the Cholera Banks. Suddenly, zip! My line went singing out, spun to its limit, and snap, it was gone—everything. Such a performance immediately put an end to all thoughts of the Cholera Banks, and I was then in the height of excitement.

Instead of feeling sore as some men would, I felt jubilant that he had made such a getaway and even praised him because he had taken me unawares. But right then I promised myself that I would fish hour after hour, days or weeks, until I brought him in subdued.

The next week I fished diligently and had several strikes which felt as if my line was tied to the end of a steam locomotive. I lost four entire lines during the week, but kept right at it.

As yet I hadn't even had a glimpse of my worthy foe, and what troubled me more than anything was the question, What sort of fish can it be that doesn't

know the meaning of the word stop after he gets started?

For eight consecutive days I had angled for the prize, and the ninth day came meandering along looking the same as the others, but, as I afterward knew, the ninth day was destined to be entirely different; it was to be my adversary's Waterloo.

Unfortunately all my good lines were gone and the only thing available was a No. 24 cotton line slightly thicker than the linen of the same number. A No. 8 O'Shaughnessy hook, brass-wire leader, rod and reel: such were my weapons as I launched forth.

Ten minutes after I had made my cast I received, not a tremendous jerk, but a slow, powerful something which started off with my line. He is changing his tactics, thought I, as I let him take the line. I imagine I trembled as I saw the line moving off and gradually gaining in speed, but I then thought it time for me to let my unknown foe know that he had to do something in order to gain his freedom.

I then put the hook into him hard and sure. Did he move faster then? Well, I wish you could have seen him. He just tore away like a cannon-shot and then started parallel to the shore. I could see that my line would never stop his first rushes, so after some difficulty I gained my skiff and pushed off. Being alone I had no one to manage the boat, but to land him unaided would be more difficult, so in one way I was satisfied to be by myself.

He towed me first one way and then the other, and that small boat never traveled as fast as it did that day. He would rush for the bottom, then make for the surface, lashing his powerful tail and churning the water to foam. It was his first rise to the surface which enabled me to determine his species, and his immense size startled even my wildest hopes.

The fish then began to put up the fight for its life, compelling Schroeder to give it almost every yard of line which was scarcely strong enough to hold the powerful rushes and tow the boat also. As after a two-hour struggle, it appeared to be an impossible task to bring the fish to a point of submission where it could be gaffed, Schroeder devised the plan of landing it without killing it. He says:

As I was now playing him on the shore my idea was to work him on a certain shallow spot which would put him partially out of water. This shoal was very small and naturally my fish did not appear particularly anxious to beach himself. He seemed as strong as ever and was still making desperate rushes, but I was now taking a chance and straining my line to its utmost. Three times I had him partially on the shoal and three times he made his getaway, churning the water with his powerful tail, making a discoloration for forty feet about. His dangerous weapon anteriorly always kept me at a distance and his cruel-looking eyes seemed to express the anger under which he was laboring.

I was having the fight of my life and had not the slightest intention of giving up, for wasn't this the very thing I had long been hoping for? After a desperate attempt I at last succeeded in getting him on the shallow for the fourth time.

This time I was determined to give

Cleveland Tractor



Speed!

The Crying Need of Farm and Factory

The war has reached its critical stage.

It has resolved itself into a life and death race between the farms and factories of America and her Allies on one hand—and Prussianism on the other.

We must have greater speed. That is the crying need of farm and factory. For speed properly applied *will win the war.*

Cleveland Tractors are helping to meet this vital need for speed. They are successfully replacing man and animal power on thousands of farms—large and small—and in scores of factories, all over the country. They are enabling the war depleted ranks of labor to meet the increased demands for production—in faster time.

North, South, East and West, Cleverlands are plowing, harrowing, planting, reaping. They are cultivating and hauling. They are building and repairing roads and dragging huge logs. They are spotting freight cars and pulling wagons. They are crawling among the lathes and benches of our factories. They are working in mud and sand, on loading platforms, and on our boulevards. They are doing stationary engine work of various kinds.

The small size of the Cleveland enables it to go under and among small fruit trees, in and out of narrow doors and over untraveled roads.

It carries, picks up and lays down its own tracks like the famous "tanks" on the European battlefields. 600

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The Cleveland steers by the power of its engine, and will turn in a twelve-foot circle. It can be housed in less space than is required by a single horse.

But in spite of its small size the Cleveland develops 12 horsepower at the drawbar and 20 horsepower at the pulley. It plows $3\frac{1}{2}$ miles an hour—eight to ten acres a day. That is equal to the work of three good 3-horse teams and three men.

Rollin H. White, the famous motor truck engineer, designed the Cleveland Tractor. He has used only the best materials. And the machines are built under his direct supervision. The track is designed for long service. The sections are constructed to prevent dirt and mud from falling into the track. They are joined with hardened steel pins having their bearings in hardened steel bushings.

Gears are protected by dust-proof cases and are of the same quality as those of the finest trucks. The Cleveland weighs less than 3200 pounds.

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no leeway and each time he struggled for the depths I guided him an inch closer to shore. After perhaps half an hour of these exertions I had him quite safely beached and I had won the fight. By my wrist watch it had taken just three hours to land him in this temporarily safe position.

The next chapter was to get my prize home, and to do this I had to of course kill him, for he was far from being dead. Having no suitable implements to do this it would be necessary to row about a mile for home, and I didn't care to leave the fish in such an apt position for escape. My hook was still in his flesh and the line had wound several times about his great saw and he was much too full of life for me to disintegrate my tackle.

To make his capture more secure I placed some large stones on each side of his head and one on top of his snout. This placed my fish in a rather ignoble position, but a quarter ton was too much for me to drag upon the beach alone, and being on an island which was uninhabited no help could be procured. Returning with a pickax I made short work of my powerful foe, and attaching a strong rope about his tail I proceeded laboriously to tow him home.

Four hours after he first struck my hook I had him into my home port. With the assistance of five men we pulled him up high and dry and I then sat on his back and looked him over carefully. He measured 14 feet 1 inch in length, 4 feet 3 inches in girth, and weighed 525 pounds. His saw was 3 feet 6 inches long and was armed with 27 pairs of teeth.

GERMAN SPIES AT THE FRONT WORK- ING AMONG THE AMERICAN TROOPS

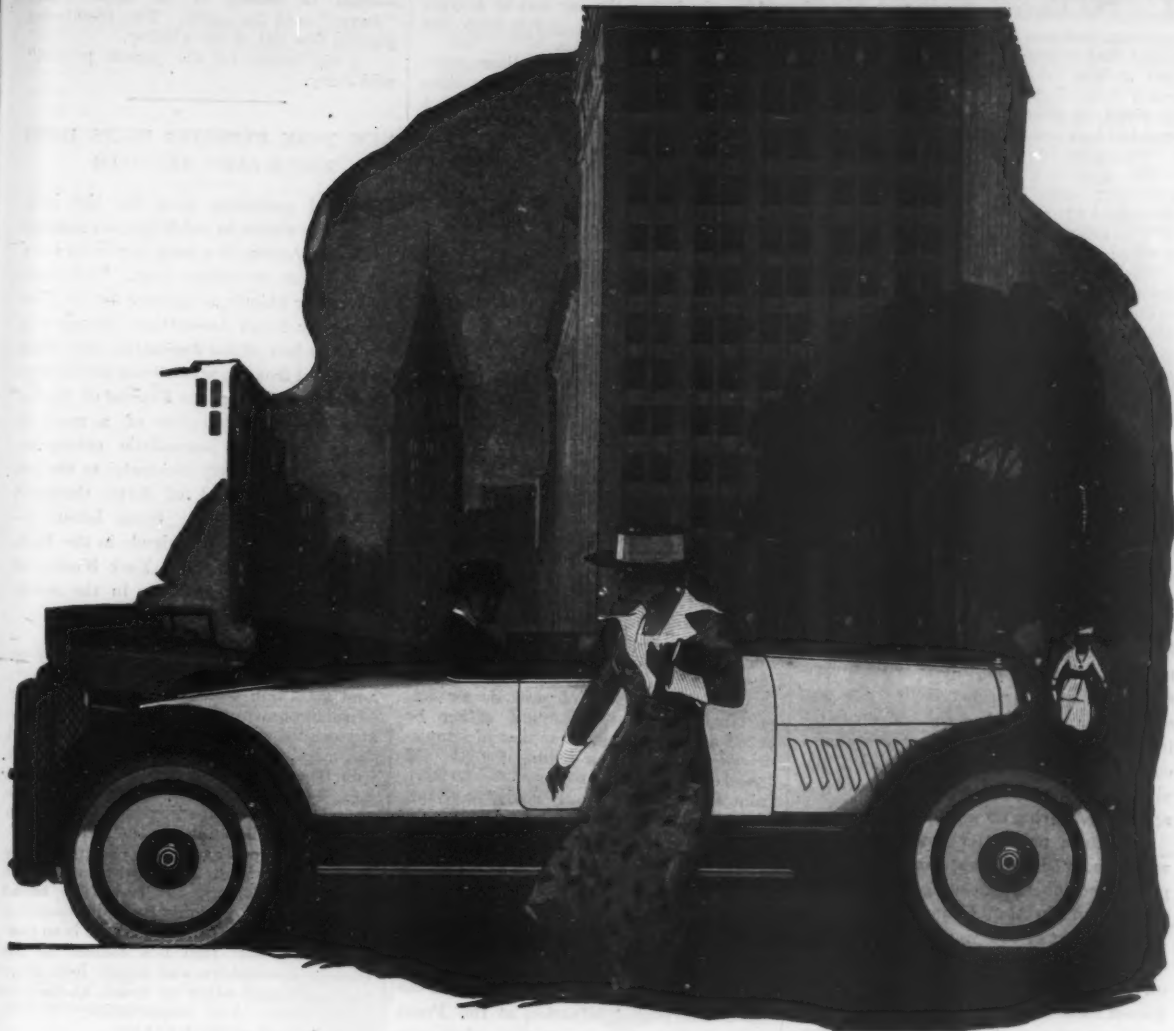
WERE Bret Harte alive to-day he undoubtedly would admit that the wily Teuton can go the "Heathen Chinee" about 60-40 in "ways that are dark and tricks that are vain." Take for example the artifice of a "spy offensive corps" which was actively engaged in the front and rear of the Allied lines when the big German drive began on March 21.

English-speaking German officers, wearing British uniforms taken from prisoners, advanced with the German infantry, mingled with the British, and succeeded for a time in giving false orders, while at the same time German agents behind the lines were spreading alarmist propaganda among the French, blocking the roads with the panic-stricken populace, and impeding the movements of British troops and transports.

During their brief experience on the Front the Americans have already encountered the German military spy, and a correspondent of the New York *Evening Sun* who is with the American Army in France writes:

When it is recalled that the enemy has taken upward of fifty American prisoners and that if there are German-Americans with us, so also are there American-Germans with him, it will be seen that it has not been difficult for him to find English-speaking spies and American uniforms to dress them in.

Take one case, for example. Immediately after the German trench-raid of March 1—in fact, the next morning—an



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At last Science has reached the *wheels* of the motor car. And it is curious that the *wheel*, in many respects the most important part of the motor car, should be the last to be reached.

Heretofore, ingenuity and engineering thought have been lavished upon the motor, the electrical equipment, the spring suspension, the axle, the body design, the furnishings of the car. These have already been developed to a high state of efficiency and excellence.

Now the *wheel* has arrived—the *wheel* that actually *is* one of the most essential and one of the most beautiful features of the motor car.

The proof of this we offer in the wheel that completes the car—completes the Beauty as well as the Mechanical Efficiency of the car—the Disteel Wheel.

How the plane surfaces of Disteel harmonize and supplement the body design of the already beautiful car you can best judge for yourself.

Disteel Wheels are more resilient, much stronger, and therefore much safer. They are quickly and easily demounted and tires easily changed. Disteel Wheels save tires.

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In short, when you realize how much Disteel Wheels add to the utility of your motor car and comfort of motoring, you will appreciate the scientific advance made by Disteel Wheels.

The dealer from whom you bought your car, if it is a Quality Car, will tell you about Disteel Wheels.

**DISTEEL
WHEELS**

DETROIT PRESSED STEEL COMPANY, DETROIT, U. S. A.

American lieutenant came across a man in American uniform, but without the collar badges that denote a man's regiment. He was walking down a communication-trench toward the headquarters of an American regiment. The lieutenant didn't recognize him and stopt him.

"Where are you going?" he asked.

"Oh, just over here," said the soldier. Something about his accent made the lieutenant suspicious.

"What regiment do you belong to?" he asked.

"The —th," replied the man. Persistent questioning revealed the fact that he did not know the name of the colonel commanding the regiment, any of its majors, captains, or even lieutenants. He could not tell where he had come from or where he was going. A few questions about the history of the regiment since it came to France showed that he could not have been with it. What happened to that man may be guessed. There have been other cases of the same sort.

Spy-hunting goes on constantly behind the lines, and many strange tales are told of the activity of the German agents. Few people now live in the ruined villages immediately back of the lines, and these few stop up every crack and crevice at night in order that no thread of light may serve to direct the enemy shells. And yet strange tales are told of the sudden flashing of lights, of mysterious goings and comings, of people who have lived in the village for a year or more suddenly disappearing, leaving no word nor trace.

And then, no matter how vigilant the watch may be, it is not impossible for a man of coolness and courage to slip from one side of No Man's Land to the other. It is all a part of the "intelligence" system by which both armies try to "keep tabs" on each other, the more obvious and better-known methods being the interrogation of prisoners, the capture of military documents and maps, and the observation-work in the air. Bits of information gained from any of these sources, pieced together, frequently complete a puzzle and lay bare important enemy plans.

Great efforts have been made by German agents and secret-service men to gain information concerning the American Army, and the *Sun* correspondent writes:

It is a pity that the whole story can not be told of American experience with German spies, agents, and propaganda over here. At any rate, here are just a few incidents, perhaps a little camouflaged for safety's sake, that may serve to illustrate various phases of the spy's work.

The first was the case of a man who worked on the grand scale, hitched his wagon to a star. He drove up one day to an American headquarters in a khaki-colored automobile, dressed in a very well-fitting American major's uniform, and asked to see the general officer commanding. He came from General Headquarters, he said, in search of information about certain construction plans.

Meantime, his chauffeur was making friends with some headquarters orderlies and asking questions. He asked a good many questions of a sergeant who had just been transferred from the General Headquarters garage. The sergeant sud-

denly noticed that the car was of a type, one of which had been stolen from the garage a few days previous.

Then he noticed a certain discrepancy in the United States number on its sides and the regulations. He started to tell a military policeman that he believed here was a stolen car altered, in the hearing of an officer who is one of the "spy-hunters." It is a strange thing, but the underwear under the "major's" well-fitting uniform actually bore the label of a Munich manufacturer and dealer.

The second case was a little further down the scale. One night a battalion relief was to be made on the Toul front and the relieving battalion had just left its rest billet in a village a few miles from the front line to go forward, when one of the rear guard noticed a light flashing intermittently from the schoolhouse window.

He started to investigate, supposing some careless person was moving about the room with a candle without screening the window, when from far up ahead, where he knew Montsec arose in the darkness, came what seemed an answering flash. The battalion was called back and the relief postponed.

A half-hour later ten German batteries fired for twenty minutes upon a road-fork that the battalion would have reached at just that time. The civilian population of that town was smaller by just one the next day.

Another spy case of still lesser importance, in fact, it might rather be called a "dirty trick," was that of a mule-driver attached to a regiment that held trenches on a famous sector of the Western front for a time. His mules kept dying, apparently of malnutrition, despite the fact that the forage was ample. One day they found him burying something behind the old stone barn that served him as stable. It was the day's forage; he was simply starving the mules to death. The man was a German, doing his mite for the Kaiser.

And as humor constantly crops out in the most unexpected situation at the Front so it does in this story of a priest who thought to mix religion with spy-hunting and thereby lost his pigeon potpie:

It was reported to the priest that lights had been seen flashing at night from the steeple of a church in the town where he was quartered behind the lines, and it was pointed out to him that the Germans shelled the town daily no shell ever hit the church. The *padre* determined that he would ambush the signaler.

But just before sallying forth that evening he bethought him that a full stomach makes a happy man.

"Jerry," he said to his striker, "I see a lot of fat pigeons about. See if you can buy us enough for a potpie to-morrow."

Then the *padre* buckled on his ammunition-belt and pistol, climbed the ladder into the church-tower, squeezed his liberal proportions into a dark corner, and waited. The clock in the old tower had been long *hors de combat*, but the chaplain's wrist watch showed that it was after ten o'clock and his limbs told him that he had been waiting some hours when he heard cautious steps on the ladder.

The *padre* gript his pistol as the trap-door swung open and a dim figure climbed through. For a moment it didn't move, then came a sudden beam of light; undoubtedly he was signaling the Germans. The *padre* sprang upon him.

"My Gawd," said a familiar voice. It

seemed to belong to the figure; and "Jerry!" said the *padre*. Two frightened pigeons flew out of the window.

"I was lookin' for the pigeon potpie," said Jerry.

NEW YORK REPORTER HELPS HERD UNCLE SAM'S REINDEER

FROM gathering news for the New York dailies to publishing a magazine in Nome, Alaska, is a long step even for a metropolitan newspaper man. Two years ago Arthur Shields, a reporter for the New York City News Association, disappeared from the ken of his associates, and when next heard from he was helping his brother Walter to enlighten the Eskimo of the far north by the publication of a monthly magazine. This journalistic enterprise, however, was merely incidental to the job of valeting a herd of forty thousand government reindeer. Some letters recently received by his friends in the East, and printed in the *New York World*, tell something of Shields's life in the north. He wrote on December 18:

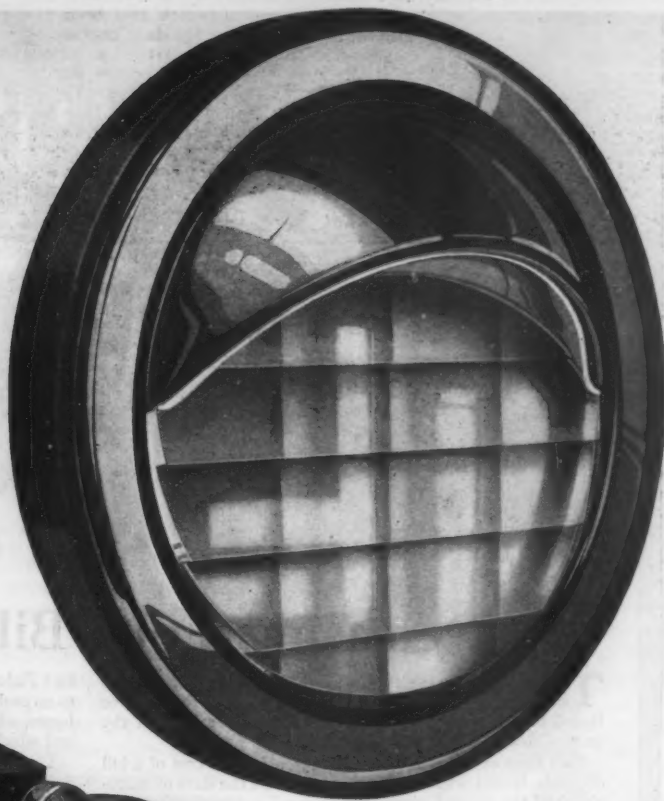
Eric Johnson's sixteen huskies came yelping in last Friday with the first overland mail, and your letter was one of the two communications I received. I certainly appreciated your proof of friendship and was mighty glad to get the news. Hearing from the old friends means so much to me. They are in the old crowd and have abundance of companionship, while I am far away in Plankburg on the Tundra.

Speaking of amicable relations, this town could stand a big injection of the Friendship Tablets. It lacks the broad democracy my imaginings had associated with the West. However, Nome is so dog-goned far west that it's almost in the eastern hemisphere, and people here sneer and snub each other as much as they do back home. And respectability is worshiped about as much as God.

The stationary population is largely made up of Federal officials, representatives of big corporations, and merchants—most of the workingmen going outside for the winter or spending the cold months prospecting in the hills or along the creeks. There are people here from all parts of the world, particularly Souwegia. At this moment, Mrs. Gudmansen, a pretty bride from Iceland, went by in her furs. Her husband captains a sloop in summer and spends the winter on the trail, buying furs.

My brother Walter has been away half the time since I came. He took two two-week trips over very bad trails. On his last mushing expedition he had to cross the glare ice of Golofnin Bay, a hundred miles east of Nome, on his hands and knees, while the raging wind blew his dogs about on the slippery ice. He nearly always uses reindeer, which he prefers to dogs, tho the regular sour dough usually takes dogs. Walter is superintendent of the reindeer industry among the Eskimos in north-west Alaska, which means that he has the oversight of about forty thousand deer. In a month and a half he hits the trail for the north and will be gone until April or May.

I was gone several days on one reindeer trip and spent three nights in a crowded igloo. Within the next month I'll take two more such trips to the west and east, and a month later a two weeks' trip. In



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IT is not what they cost but what they *do* that makes Macbeth Lenses the choice by owners of the highest priced cars.

Incidentally Macbeth Lenses are finer looking. Their exclusive green glass visor adds a smart, attractive touch of color to a car's appearance.

Then, too, there is the prestige of the name Macbeth.

These lenses are built with the

same scientific accuracy and skill that has established Macbeth-Evans as world-wide lens authorities.

They give you the benefit of *all* your light and comply with laws.

They do not shoot blinding upward glares that menace others.

The front surface of the lens is divided into five horizontal prisms—each inclines at an angle determined with scientific accuracy.

These prisms re-direct and bend all upward rays of light down at the correct angle.

They give a strong and concentrated brilliance on the road.

The concave recesses in the back of the lens spread the light laterally, thus providing the very essential side lighting for turning corners.

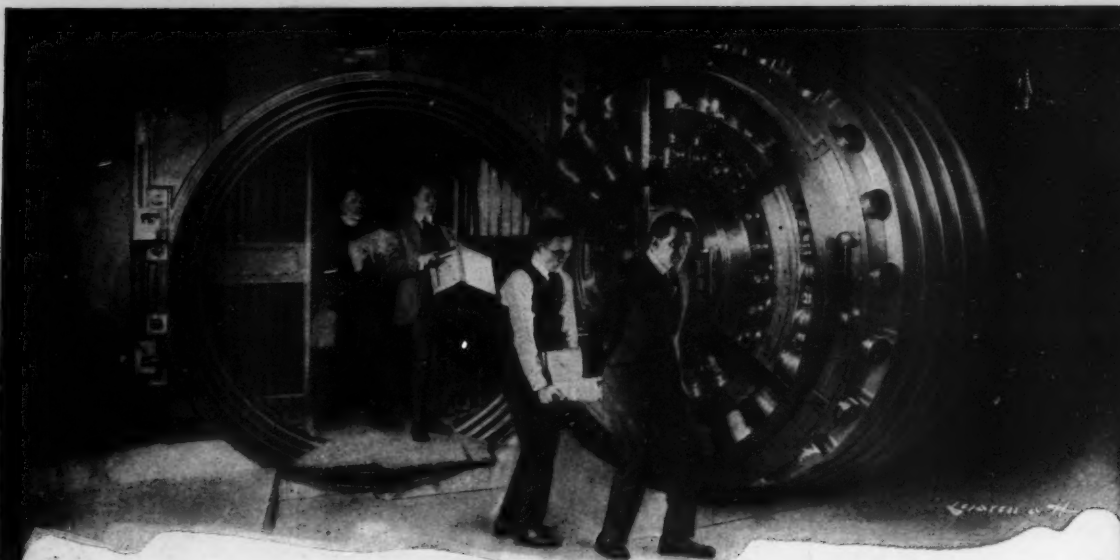
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Macbeth-Evans Glass Company, Pittsburgh

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West \$6.50

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Macbeth Lenses are for sale by leading jobbers,
accessory dealers and garages everywhere.
If your dealer cannot supply you, write direct
to us.



Releasing Four Billion Dollars

TO counteract in some measure the withdrawal of millions of "war dollars" from circulation, the Federal Reserve Board has recently recommended a more general use of the form of draft called Trade Acceptance.

This form of draft, generally representing the cost of a bill of goods, is sent with the invoice. It bears the date of maturity, and the buyer makes it negotiable by accepting it across the face. If this acceptance follows the form prescribed by the Federal Reserve Board, the Trade Acceptance is rediscountable at Federal Reserve Banks at a lower rate than other paper.

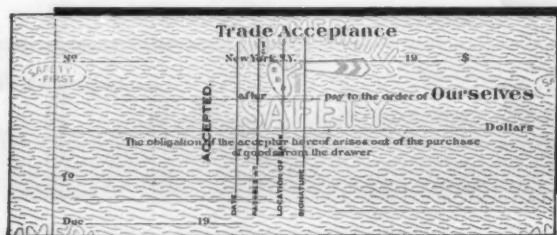
It has been estimated that in this country about four billion dollars are normally tied up in "dead ledger accounts." This large sum of inert capital is released for circulation through these self-liquidating Trade Acceptances. Have you the cor-

rect Federal Reserve form of Trade Acceptance? If not, write to us and we will send you a Hammermill Portfolio of printed forms, which will help you to systematize your office routine and which contains the correct Trade Acceptance form.

Trade Acceptances should be printed on Hammermill Safety Paper which affords protection against fraudulent alterations. This is the paper used by Banks and business firms for checks, notes, drafts, receipts and any paper which represents money. An attempt to erase anything written or printed on it betrays itself, whether the erasure is made with chemicals, knife or eraser.

Specify Hammermill Safety Paper to your printer or lithographer when ordering Trade Acceptances or any document you wish to protect. Samples of Trade Acceptances and information regarding Hammermill Safety Paper sent on request.

HAMMERMILL PAPER COMPANY, ERIE, PENNSYLVANIA



Made by the makers of Hammermill Bond

HAMMERMILL SAFETY PAPER

"A Utility Business Paper"

the summer I'll be away on the revenue cutter trips to Point Barrow and the island stations.

The high cost of living has not yet seriously inconvenienced Alaska, tho Nome has gone broke. Shields writes of the situation in the municipality:

Send me news. I want letters most of all. I was interested in the jump in third-rail booze and in the scarcity of sugar. We are not so hard put to it up here. Bread is ten cents a loaf, and juicy reindeer meat is twenty cents a pound. Movies are thirty cents, ice-cream twenty-five cents a plate—made from real milk. (There is a little dairy barn here, tho for ordinary purposes canned milk is used.) Flannel shirts \$2.50 to \$6, 30-30 cartridges \$1.25 a box of twenty, soft coal \$27 a ton, electric light twenty-five cents a kilowatt-hour. The newspaper (four pages) is \$20 a year, \$2 a month, and two bits a copy. Wonderful sunsets and sunrises, free.

The municipality of Nome is broke. It can't pay the school-teachers' salaries, and the business men are subscribing to keep up the fire department. During summer, gambling was going on and a little money could always be obtained through occasional raids on the joints and the subsequent forfeiture of bail when the arrested persons failed to appear in court. But the gamblers went out on the last boat, and took a lot of coin, too. Prospects are even gloomier for the future. Nome and all Alaska go bone dry on January 1, and so another source of city revenue will be cut off. The brewery is manufacturing a near-beer that is supposed to have all the kick boiled out. Rumor says that dropping a little alcohol into the compound will restore its pristine vigor!

Postscript on Monday—Mail Day. A big box of frozen ptarmigan just came in from one of my brother's friends at Igloo, ninety miles away. Game has been scarce this year, but there is an increase of fox, lynx, and other predatory animals. Traders are giving \$18 to \$20 for ordinary red-fox pelts and \$50 and more for cross fox. At White Village, a hundred miles away, Walter saw "Jakie," a Jewish fur-buyer, pay out \$3,000 to natives. He raised his rival's bid \$5 a skin and got everything. Comparatively little trapping is done by white men here. They find it more profitable to let the natives do it.

In another letter, dated on January 11, Shields writes of the ushering in of prohibition in Alaska with the advent of the New Year:

Thanks so much for the letter and the clippings. You can realize how a former *habitué* of the Great White Way was interested in the darkening of Babylon at the eleventh hour. Nome, too, felt the pinch on January 1. It went bone dry, and now it's a crime to have the "hootch" in one's possession. There was a wonderful orgy of mixed drinks on New-year's eve, with all the private stocks practically given away. Champagne was drunk by those who never had it before, and many bottles of good stuff were cached by those willing, for a future thirst's sake, to take a chance.

Next week I'm going to the Igloo Hot Springs, ninety miles in, to attend their annual reindeer fair. I'm always anxious to get out of town on these mushing expeditions. I like most of the people in this burg, also the privilege of wearing a flannel shirt around anywhere. But the romance of the trail takes first choice.

Here are some extracts from *The Eskimo*, the magazine published by the Shields, descriptive of the Fair:

The Ipanee (old-timer) fire-making contests were exciting. Seeoup Seraluk in his wolverine wig, vigorously whirling his fire-drill, the sweat streaming down his wrinkled face, got the most applause. Some thought his success was due in part to the red-flannel shirt he wore. He got a fire in 1 m. 32½ s. The best time was 35 s., with gun-primer and cotton, 26 s.

Since men on trail can't eat snow like reindeer, a snow-melting contest was held to see who could get water most quickly under difficult conditions. Each man was allowed only one match and had to whittle his own kindling and melt a pailful of water, using only one pail. Titkak of Noatuk won in 9 m. 37 s.

Sokweena, when asked for an interview on the reindeer movement, said: "I don't know much about reindeer, but I will speak because I don't want to be lazy to talk. I think myself an old deer has more wisdom than a man when traveling."

BRAVE WORK OF FRENCH BOY SCOUTS AT THE FRONT

THE Boy Scout movement in France has proved of immense aid to the boys' families as well as to the boys themselves. The closing of shops and mills in Paris threw many youngsters between thirteen and seventeen out of employment, and such of these lads who were members of the Boy Scout organization had an advantage over others, as their training had taught them discipline and how to use their hands and heads. Nearly all of them found employment as messengers or aids in municipal departments, hospitals, or other public service.

The fighting spirit of France is strongly developed in the Boy Scouts also, and one of them who succeeded in making his way to the Front was caught by the Germans and shot as a spy. Lieutenant-General Sir Baden-Powell told the story to the Boy Scouts of London at a recent meeting at the Guildhall. The tragedy was revealed in the following letter which was found on the body of a dead German:

A traitor has just been shot—a little French lad belonging to one of those gymnastic societies which wears the tricolor button. The poor little fellow, in his infatuation, wanted to be a hero.

A German column was passing along a wooded defile and the boy was caught and asked whether the French were about. He refused to give information. Fifty yards farther on fire was opened from the cover of the wood.

The prisoner was asked in French if he had known that the enemy was in the forest, and he did not deny it. He went with firm step to a telegraph-post and stood up against it, with a green vineyard behind him, and received the volley of the firing party with a proud smile on his face. Infatuated boy—it was a pity to see such wasted courage!

The "wasted courage" showed the spirit of the French, which the Germans have not yet begun to comprehend.

The Rev. Henri Mérie d'Aubigne is the



As important in walking as in motor-ing is the "non-skid" idea, which means safety from slipping.

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production helps
transportation problem**

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MOTOR TRUCKS

Many products of farms and factories are reaching their markets in spite of embargoes, because of the army of Stewart Quality Trucks that are serving so swiftly, dependably, economically.

Stewart sales are averaging 246% gain over last year. (Production more than tripled.)

Quality at Quantity price is the reason.

And this is the Stewart owner's warranty of faithful service: In 5 years no Stewart has ever worn out.

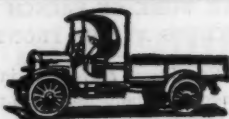
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All prices are
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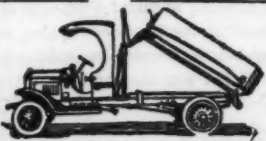
Model 6-B 1/4 ton chassis \$950



Model 8, 1 ton chassis \$1495



Model 9, 1 1/2 ton chassis \$1850



Model 7, 2 ton chassis \$2395

Scout Master of the French organization, and in *The Youth's Companion* he writes:

Nearly all the boys in my troop have been and still are in the forts round the capital, where they are employed as orderlies of the officers, and thus share the soldiers' mess. The food suits their boyish appetites, and their mothers are greatly relieved, for it is hard to feed hungry boys with the ten cents a day that the Government, in these war-times, allows for children who are out of work. When the boy gives satisfaction his chief soon arranges with the battalion tailor to fit him out with a uniform, which, in winter at least, has a decided advantage over the Scout's "shirt and shorts."

One of the favorite pursuits of my Scouts during the first months of the war was to "go to see the English," meaning the British soldiers who were near Paris. The men from across the Channel were always very kind to them. "Hello, Baden-Powell Boy Scouts!" the Tommies would shout as the boys drew near. Some of them in their laborious French would tell my boys that they had sons of their own in Great Britain who also were Boy Scouts.

André Germis, one of my Scouts, very nearly came to grief one fine day. He and a friend had gone out on their bicycles to "see the English" on the road between Paris and Meaux. They met a patrol of German cavalry whom they at first mistook for British because their helmets were covered with khaki. The Germans questioned them, but received no information from them. The soldiers confiscated their bicycles and seemed to intend to keep the boys prisoners, altho they allowed them to stroll about. The boys walked carelessly round a corner and then made the best of their heels until they reached the French outposts. There they reported to the lieutenant, who immediately sent them in a motor to headquarters, where they had the proud distinction of being the first to give information of the advance of the enemy!

They might easily have shared the fate of their comrade whose heroic death was revealed in the letter found on the dead German, the Scout Master notes as he relates the unusual adventures of two other of his scouts: René B— and Bernard C—, one of whom had lost his mother and the other his father, and had been brought up by their grandfather:

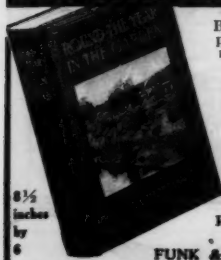
In 1914 René and his cousin were enrolled in my troop of Boy Scouts of the People's Hall (McAll Mission) of the Rue Nationale. When the shop in which they were employed closed its doors, these two cousins and their comrade, Louis P—, entered the service of the *marsouins* (colonial infantry), who were stationed in one of the forts round Paris. One fine day word came to me that my three Boy Scouts had been seen marching with a regiment of colonial infantry which was "going to the war!" Their parents, it appeared, had consented.

No word came from them for a considerable time, and we were all beginning to be uneasy, when one day in late September our three little fellows reappeared, bronzed as Moors and full of enthusiasm. They proudly bore two sacks full of the trophies of their adventures—a sword, a shovel, two Prussian helmets, and their

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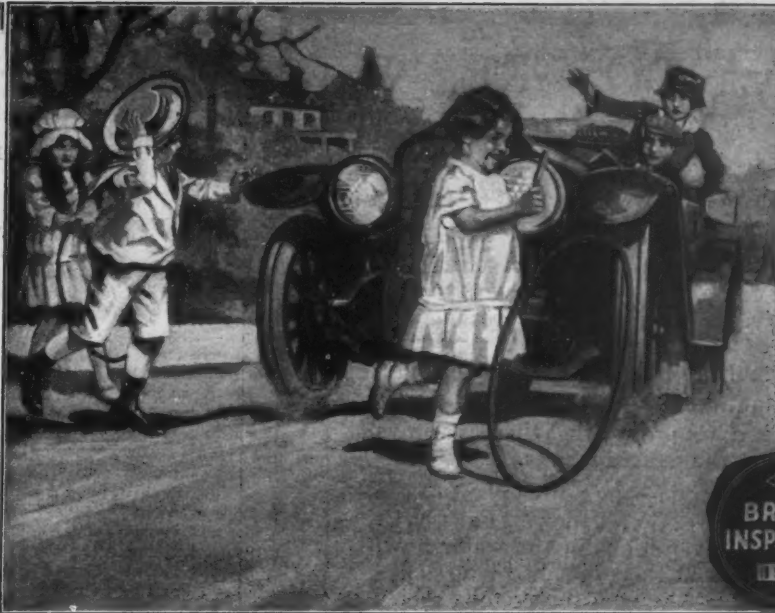
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If this happened to you would your brakes hold?

Failure even once may cause disaster

THE most watchful driving is of no avail unless your brakes obey instantly. When you apply your brakes do they respond smoothly, quickly and surely? In city traffic, on hills, or in emergencies your safety and peace of mind depend on the efficiency of your brakes. Ninety-nine successful operations count for nothing if they fail the hundredth time.

It is easy to know always the condition of your brakes. Simply ask your garage man to inspect them regularly.

If they need relining have him put on Thermoid Brake Lining. It will give certain safety for the longest time for three reasons:

1. More material, greater service—There is over 40% more material and 60% more labor used in the manufacture of Thermoid Brake Lining than in any woven brake lining. This abundance of material and labor must mean longer wear.

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3. Hydraulic compressed, uniform throughout—Every square inch of Thermoid is hydraulic compressed at a pressure of 2,000 pounds.

Because of this Thermoid is uniform all the way through. It cannot compress in service, causing constant adjustment of the bands. There are no soft spots to wear out quickly causing the brakes to slip. It must give uniform service until worn cardboard thin. Thermoid Brake Lining must wear better and last longer because it is hydraulic compressed.

Have your dealer inspect your brakes today. He will show you Thermoid Brake Lining that you may see why it is so different, so efficient and long wearing. If he hasn't Thermoid we will gladly send a sample.

Our guarantee: Thermoid will make good—or **WE WILL.**

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Brake Inspection Movement

Prominent officials, leading clubs and organizations and motorists everywhere have endorsed this big national movement to reduce automobile accidents, by having all brakes inspected before the touring season begins, and regularly thereafter. Give it your support.



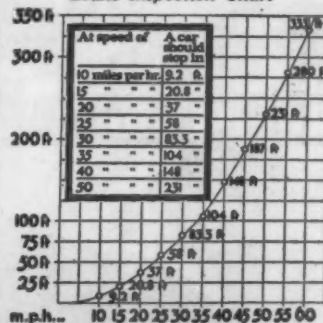
Will your car do this?

Automobile engineers have proved that when brake mechanism is right and road conditions average, any car should stop at distances and speeds given by the chart.

V^2 means the square of the velocity or speed of your car; 10.8 is the proved factor of retardation under average road conditions. This factor decreases on smooth, slippery roads to 6.7 and increases as high as 17.4 on rough, worn roads. The chart represents the average condition and other conditions can readily be figured by changing the factor within the given limits.

Remember that your brake mechanism is not "right" unless its brake lining has the ideal coefficient of friction. The better the brake lining the quicker your stop.

Thermoid
Brake Inspection Chart



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By way of example—the power plant of the Yadkin River Power Co., at Blewett Falls, N. C. Because of wide variations in the water flow, the Yadkin River at this point had long defied engineering skill. Our staff successfully solved the problems involved and the plant (illustrated below) has been operating with hardly a day's stoppage since it was built in 1911.

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If you are interested send for this new book—"Building with Foresight," which shows how we have handled and solved many industrial problems. Write our nearest office.

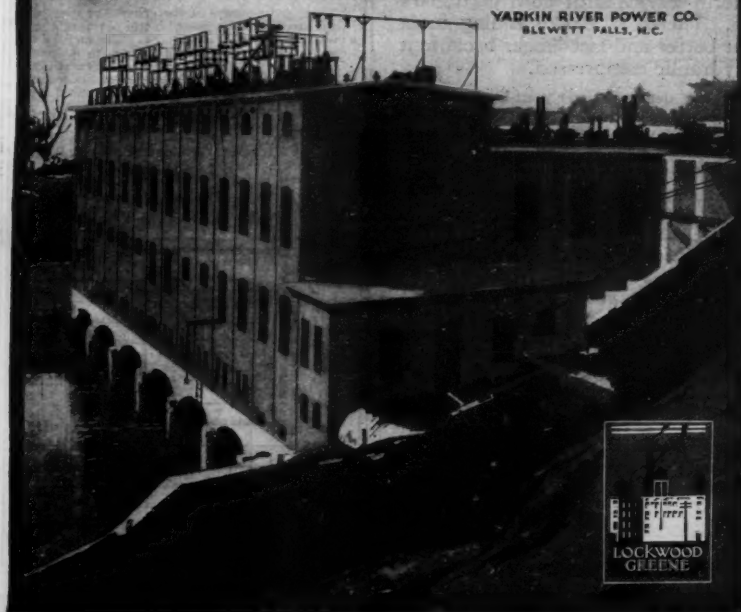
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YADKIN RIVER POWER CO.
BLEWETT FALLS, N. C.



pockets were stuffed with German cartridges.

They had come from St. Meneshould and Ville-sur-Tourbe, in the very center of the gigantic arc of a circle formed by the battlefields that stretch from the North Sea to the Swiss frontier.

The three battalions had divided the Boy Scouts among them, each taking one. They marched with the soldiers, and at the halts each received his *boule de son* ("lump of bran," soldiers' slang for bread) and his *gamelle* (wooden bowl), with plenty of meat and biscuit. Vegetables were scarce, and for drink they had *château la pompe* ("château pump," slang for water). At night they slept on straw in a barn, or when the regiment bivouacked the chief surgeon made a place for them in one of the wagons. Once, when the regiment had halted at midnight and was summoned to march at two in the morning, our three little fellows rubbed their eyes, but found it impossible to wake up. The soldiers loaded them upon a baggage-wagon, where they slept soundly through all the bumps and jostlings of the journey.

Arriving at the scene of the battles, they passed through villages deserted, with dead soldiers, mostly Germans, lying everywhere. Here an entire detachment had been surprized and mowed down; their stacks of muskets were still standing, with dead bodies lying near. Then it would be a farmyard where a deep trench had been dug; near by a French soldier lay dead among the bodies of eleven German soldiers, one of whom still held in one hand the photograph of a young woman, his wife or his betrothed, and in the other his watch. Surprized in the act of burying their dead, their comrades had fled without completing their task.

Arriving in the neighborhood of Ville-sur-Tourbe things began to grow warm. The Boy Scouts, having fortunately received lessons in first aid, were each provided with the arm-band of the Red Cross and attached to an ambulance (field hospital). In a farm recently abandoned by the Germans there were some twenty French wounded who had been left behind by their captors, without food, and who wept for joy when they saw their brothers. They were parched with thirst, and our Boy Scouts at once set about bringing them water, and later hot coffee. Their bandages had not been changed for a week, and were stiff with clotted blood; so our little improvised orderlies next set about replacing them with clean ones.

Finally things began to look serious and the boys were shipped home on a train carrying wounded soldiers. The day following their departure one of the battalions of the 21st Colonial was nearly exterminated. In time the boys reached Paris again, and d'Aubigne writes:

Thus ended the adventure of my three Boy Scouts. They were not hurt, and I think they did some good. Their cup of cold water had quenched the thirst of the wounded, and their bright faces and gay demeanor must have brought a ray of joy to those scenes of death. Veterans of the colonials, German prisoners, French wounded, every one they met, had treated them with touching friendship.

Since that adventure, René B— and Louis P— have been to the Front again—Louis in the Argonne region, serving as cook's assistant, René near Arras as messenger of a field-hospital. Both of them came back after a month, thin and



ARMCO IRON

-in Railroad Service

America-at-war and her allies demand that the railroads keep their locomotives and cars out of the repair-shops and on the rails. Which is another way of saying: Buy metal for railroad equipment that stands up in service—that minimizes overhead expense by minimizing costly replacements.

Remember you must pay the price for the metals you now buy. And you will continue to pay the price. But you can make each dollar go a great deal further if you will utilize Armco (American Ingot) Iron for your sheet metal and plate metal needs. In the long run you will find Armco Iron to be the most economical and most serviceable material for such purposes.

The contents of any railroad metal-scrap-heap tell a sinister story of the destructiveness and costliness of rust. The making of Armco Iron is an unceasing battle against rust—a relentless hunt for the impurities that cause rust. The greatest known rust-resistance is woven into every pound of Armco Iron.

As a welding material alone, Armco Iron can save the railroads thousands of tons of metal equipment which is now being thrown away because it is not sufficiently recognized that Armco Iron has perfect welding properties. And Armco Iron has unusual workability and high electrical conductivity.

HOPPER CARS

The Delaware, Lackawanna & Western Railroad has employed Armco Iron in the construction of hopper cars, polished boiler jackets, and as the welding material for locomotive and car repair work.

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Armco Iron has been utilized by the hundreds of thousands of tons for coaling stations and other railroad uses in Panama because its unusual rust-resistance makes it the most practical material for the purpose.

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Write for Armco Iron literature applied to your needs. Ask for the advice of our specialists in sheet and plate metal service.

Other forms which Armco Iron takes for railroad purposes include Coal-Chutes, Water Tanks, Oil Storage Tanks, Metal Passenger, Freight, and Mine Cars, Smokestacks, Third Rails, Sheet Car Roofing, Boiler Tubes, Fences, Tie Plates, Equalizer Bars, Metal Lath, Window Frames, and Ventilating Ducts.



COAL PIERS

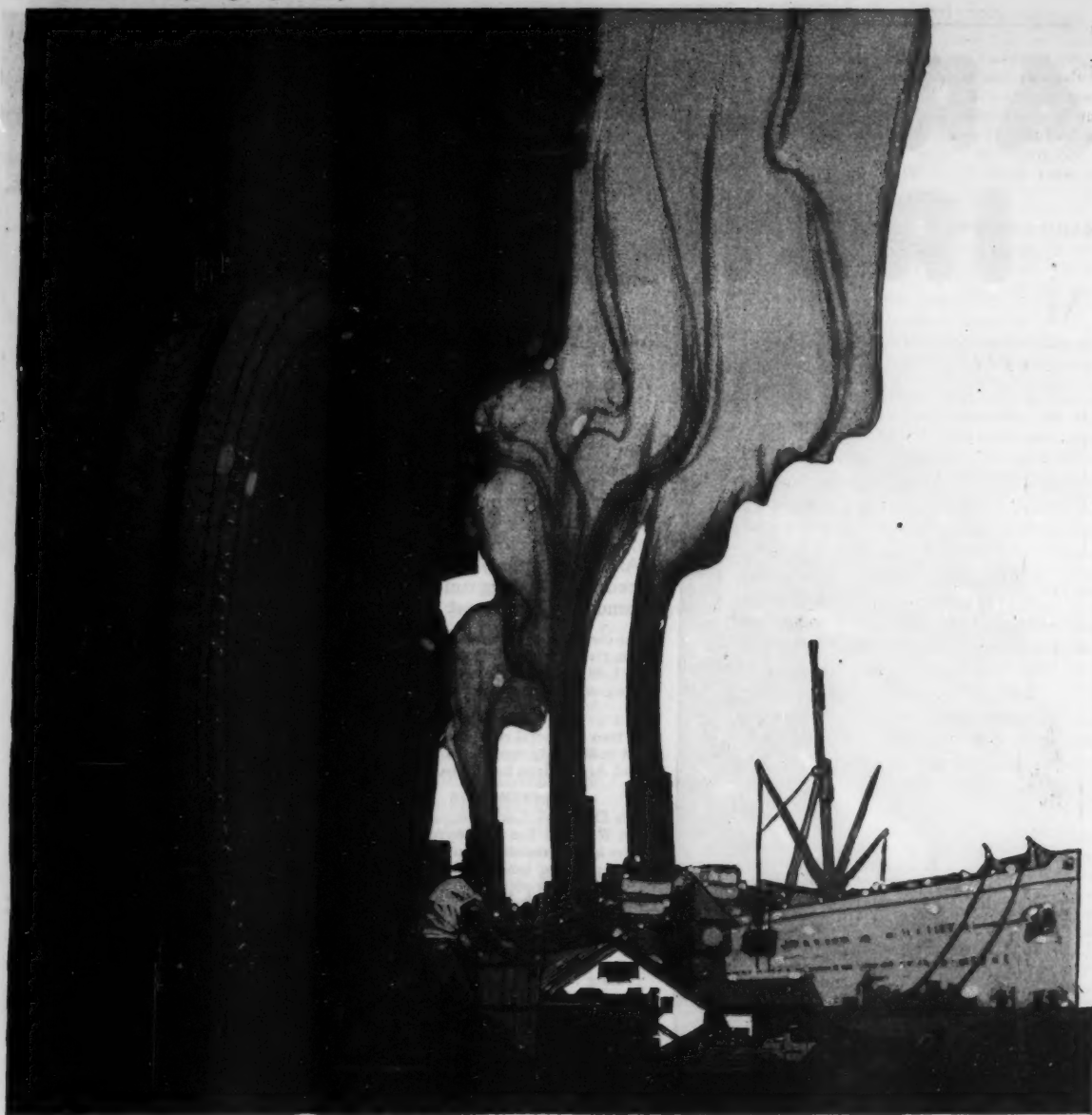
The Baltimore & Ohio Railroad has used Armco Iron for waterproofing the feeder pits on its great coal-loading pier at Curtis Bay, Md. The conveyor belting also is protected by a decking of Armco Iron.

SIGNS

Many railroads are using the Armco Iron Milled Letter Signs (Lyle signs) with white lettering on black background. Furnished in standard or special designs by conveniently located factories.

The trade mark ARMCO carries the assurance that iron bearing that mark is manufactured by The American Rolling Mill Company, with the skill, intelligence, and fidelity associated with its products, and hence can be depended upon to possess in the highest degree the merit claimed for it.

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FROM the manufacturer to the trenches the motor truck is constantly playing its part in speeding overseas transportation.

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WHEN you need Solid Tires—buy Fisk.

FISK SOLID TIRES

worn. René especially had had a hard time; he had been carrying messages at night to avoid the German shells.

Regulations forbidding civilians to go near the line of battle have now become much more strict, and our boys have had to find new channels for their energy. As trade gradually resumed, many have gone to work in the factories.

MAJOR-GENERAL CROZIER, THE MAN BEHIND THE BIG GUNS

"MEN will bleed and men will die, but every man that has lived on that bloody line will say that with guns enough you can win this war without the terrible losses of the past; that without the guns you will lose thousands, and you may lose the war!"

That is the way Medill McCormick, of Chicago, interpreted the military opinion of Europe when he returned to the United States from a visit to the Allied fronts; and if this be true it would seem to be "up to" Maj.-Gen. William Crozier, the Chief of Ordnance, and General Crozier does not contend that the Army is yet adequately equipped. In fact, he says that it is due to "sheer luck and the grace of God" that the United States is able to play an important part in the world-conflict. A writer in the *Louisville Courier-Journal* who interviewed the General nine months after the United States had entered the war says:

The General was occupying a severely plain, armless, hard-bottomed wooden chair. It is a chair that one would expect to find in the furnace-room of a building. It is, however, typical of the man. The General uses this exceedingly uncomfortable chair simply because, as he explained, he does not like to loll about or relax even for a moment while at the office. This no man could do in such a chair. It constitutes a perpetual admonition to be up and doing.

A visit with the Chief of the Ordnance Bureau had been arranged to enable a more or less intimate portrayal of the man who recently has passed through a grueling examination as to his stewardship in the most vitally important bureau of the War Department, a bureau charged directly with supplying American troops with guns, big and little; shot and shell.

To reach General Crozier, such are the demands of his present job, one must pass successively inquisitorial persons on four doors, doors now referred to as first-, second-, third-, and fourth-line trenches.

Once in, however, the visitor is confronted by a man who, while blunt and terse in his manner of talk, is at the same time frank and genial. In build and appearance, aside from the straightness of his carriage, General Crozier is not of the popularly imagined military type. He has rather an indifferent chin and neither the mouth nor the nose gives any clue to the character of the man.

It is from the eyes up that General Crozier draws attention, save, possibly, for an iron-gray mustache that calls for a second look because of its natural tendency to droop downward in pacifist differentiation from the fiercely military upward swirl of the Hohenzollern model.

The Crozier eyes are remarkable. Flash-

ing black they compel attention again and again. They are the most striking characteristic of the man, and are topped by a broad forehead.

Graduated from West Point in 1876 at the head of his class in studies, General Crozier has given forty-one consecutive years to the military service of his country. During that time both for service in the field and at various desks he has repeatedly been marked by his superior officers for distinguished accomplishments.

These commendations relate to service in the field, in the Indian uprisings of the late seventies, in the Philippine campaign, and during the siege of Peking. For the others the commendations deal with his work as an inventor.

Of the forty-one years considerably more than half have been devoted to the Ordnance Bureau during the period when the heads of the War Department and the military advisers of the Government have, for the most part, been compelled to fight day and night for even such scanty appropriations as were secured for military preparedness.

During all this period General Crozier has been at the forefront of those urging, pleading, and even begging the legislative branch of the Government to make possible something like adequate preparation against the possibility of war.

But General Crozier is not of the "I told you so" sort. He refused to assume the responsibility for any part of the country's so-called unpreparedness, and says that the thing to do now is to forget the past and pitch in and prosecute the war successfully. Having been vindicated by his superior officers he is not fretting, and if he feels any resentment he carefully conceals it from public view, and is not worrying about what the public thinks, but, says *The Courier-Journal*:

With all this General Crozier is far from being unmindful of both the need of well-informed public opinion and its power.

"That I have not been out of the Ordnance Bureau months ago is simply a miracle," said the General. "That England and France are able to equip us with heavy ordnance for the first year and a half of the war is a thing that would not happen once in a thousand times. It is a miracle, that is all—a miracle that has saved the United States. Had it not been so, unquestionably public opinion would have forced changes and my head would have fallen. It would have fallen notwithstanding my record of having preached early and late for preparedness."

General Crozier at sixty-two is perhaps the most prodigious worker in the entire War Department personnel. That he carries his age lightly and is able to employ a mind that responds as quickly and as clearly as it did thirty years ago is due almost entirely to the tremendous will-power of the man. For General Crozier has battled successfully against physical handicaps that would have felled any but the most doggedly determined sort of a fighter.

He has been compelled to undergo more than six operations of a major character. With his life at stake he has continued at his task. He has directed the work of his office from a sick room which his friends believed he never would leave alive.

Battling against ailments of a most serious character, General Crozier has kept going at top-notch speed by reason of a

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P-M Cords are the tires that hold every World's Record from 1/3 of a mile to 25 miles. And, they have won every 6-day Bicycle Race for several years past.

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No. 1210 Electric Toaster
\$5.00 up

No. 4769 Kettle
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others down to \$3.75

No. 9092 Coffee Percolators
\$4.75
\$3.00 to \$9.00

No. 609 Pie Dish \$2.50

No. 2223 Berry Set \$6.75

rigorous form of living routine, and to-day he is working as long hours as any man in the department.

The General sleeps in the open the year around in a garden adjoining his residence. He arises promptly at 7:40 and leisurely shaves himself and takes a cold plunge. At 8:30 he eats a substantial breakfast, generally with meat, and leaves for the office, reaching there at 9:30. Then comes a day of continuous work at his desk until nearly six o'clock. Lunch is taken at the desk, consisting almost invariably of a pint of milk and a raw egg. It is brought in a thermos bottle from his home.

A few minutes before six each evening General Crozier mounts his saddle horse, a horse he has had for years, and for an hour he rides around Potomac Park. Some part of the time is spent in hurdling, for the horse is a good jumper. The General returns to his house at seven and at 7:30 he has dinner. Dinner out of the way, he returns to the office, which he never leaves before midnight. He seldom stays beyond one o'clock, for Mrs. Crozier makes it her business to see that her husband knocks off from his work at that hour.

Sundays, since the outbreak of the war, General Crozier spends from four to six hours at the office. The rest of the daylight hours are given over to a tramp in the wood with Mrs. Crozier.

The two intimates of General Crozier are cronies of his bachelor days. They are Gen. Enoch Crowder, Provost-Marshal of the Army, and Representative Gillette, of Massachusetts. Both are bachelors.

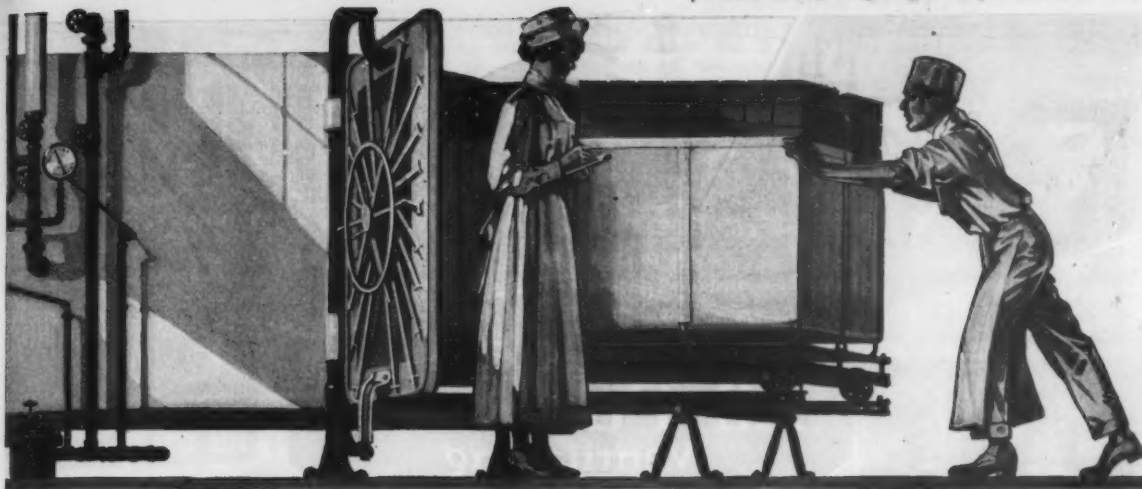
PERSHING'S MEN MODESTLY TELL HOW THEY WON THEIR CROSSES

CLEAR-EYED, vigorous Americans are the fighters who were sent back to the United States by General Pershing to help speed up the Liberty Loan campaign, notwithstanding the fact that here and there one answers to a name with a foreign tang or replies with a touch of the brogue. Many of them are heroes, too, but they do not care to talk about that when they tell of their experiences at the Front. There are fifty of them, fine, upstanding bronzed men, lean and muscular as young colts. And every man is anxious to get back into the trenches with the comrades he left fighting "over there." Says the New York Sun:

The six who proudly wear the Croix de Guerre are Private Raymond Guyette, Sergt. Owen C. Hawkins, Sergt. Eugene McNiff, Corp. M. H. Plant, Sergt. Joseph Petrush, and Corp. Homer Whit. Each was presented for an act of bravery on the field of battle. All, as it happens, were in different engagements and the crosses were presented at different times. The proudest relic of the war that each man carries is his little paper citation, issued to him by the French Government.

"It was sure funny to stand up there and be kissed on both cheeks right out before everybody by a French general," said one of the honor men. The kissing he received appeared to stand out more vividly in his mind than the cross-section of Hades he went through to win the decoration.

Color-Sergeant Heffernan, who is in charge of the party, declares that this



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This means B&B Absorbent Cotton. Also B&B Bandages and Gauze—the dressings which come in contact with a wound.

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There we first create a vacuum. Then we force in live steam under pressure. Because of the vacuum, the super-heated steam penetrates the heart of every package, and every germ is killed.

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Get B&B Safety Dressings—Absorbent Cotton, Gauze and Bandages. Get them now—have them ready for emergencies. Don't take chances when this protection is so easily available.

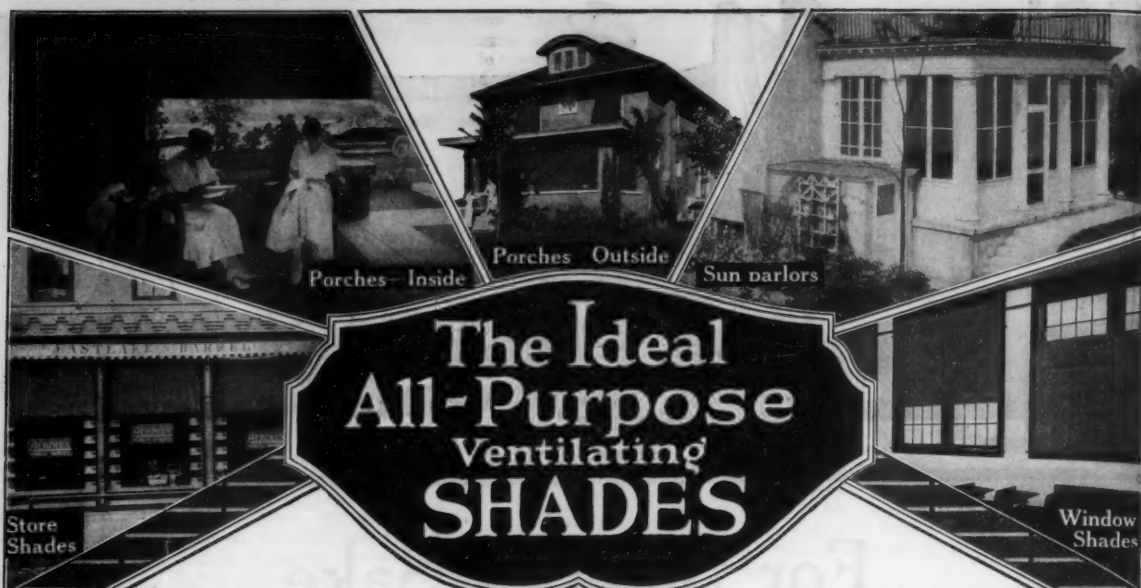
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tells what to do before the doctor comes, in every form of accident or emergency. It is written by an authority, and has 120 pictures, dealing with sudden sickness, poisoning or accidents. We offer it free.

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Aerolux Ventilating Shades keep out the sun, let in light and air—are durable and weather-resisting. Won't flap, buckle, stick in the pulleys, or give trouble—assure long satisfactory service—are highly artistic as well.

Instantly recognized by their smooth, silky finish, excellence of material and finish and many *exclusive features*—a reason why leading architects are now so widely *specifying Aerolux* for the complete equipment of Porches, Sun Parlors, Sleeping Porches, etc.

Yet these shades cost no more than many of the substitutes which they are rapidly supplanting.

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VENTILATING PORCH SHADES

war will be won by airplanes and the firing guns will never win it.

"The college boys in the war are making good soldiers—much better than we had expected. They are learning rapidly and know just as much about it now as do the old soldiers who had many years start of them."

He cited the case of Sergt.-Maj. Charles Taft, son of the ex-President, who is in his company. "Charlie is a good boy and a good soldier," said the old soldier. "Getting to the Front, we stood up in box cars for three days and nights and we didn't have much chow. I don't think Charlie ever let out a whimper."

Sergt. Heffernan, as well as the other men in the detail, told of many incidents which have never been recounted on this side of the water. He told of one in particular in which an eight-horse chow-wagon raced up a Verdun hill through a withering fire after the drivers had been told that to go up the hill with food for the men was certain death.

"Our boys are all willing to take a chance," he declared. "They go about this thing cheerfully, laughing and joking and singing. We see every day Frenchmen of forty-five and fifty marching out to their trenches, but they march out as if they were going to work. There are no singing, no laughing, and no kidding among them."

Among the most interesting of the groups were three Southern lads. They are Robert Lee Heath, seventeen years old, of Marbury, Ala.; Barney Pogue, nineteen, of Summerville, Ga., and Langhorne Barbour, seventeen, of Chatham, Va. Each has been through his baptism of fire and is a real war veteran.

The first really connected story of the deaths of the first three Americans killed in the war—Gresham, Enright, and Hay—was told by Barbour, who was with them when they fell, and who said:

"It was the first scrap our unit was in," said Barbour. "It was on November 2 and there were forty of us in an advance line trench, right near to the Germans. They put up what we call a 'box barrage,' that is, they entirely surrounded our trench and cut us off from all communication. They had found out we were in the trench and were after prisoners. So they put up a barrage that lasted for one hour and forty-five minutes.

"Then they started advancing by fifty-yard intervals, and before we knew it 300 of the Germans, yelling like madmen, were on top of the forty of us. This was at three o'clock in the morning and it was pitch dark. Thirty-five batteries of artillery pounded away at that little fifty to sixty foot sector. Well, we gave them the best we had, and the boys who went west fought gamely. They say that there never has been such a scrap put up over there as Gresham gave them, greatly outnumbered. Twelve of our men were captured and are German prisoners now.

Private John McCormack, who was a keeper at Sing Sing before the war drew him into its vortex and who lived at 322 West Forty-seventh Street, distinguished himself by going for food across No Man's Land when his companions had been buried by a cave-in caused by a shell shot. McCormack is a son of the Emerald Isle and "a fighting son of a gun," his brother soldiers say.

"There were twenty-two men and one officer in the dugout," he said. "We

were caught in a heavy bombardment. A lucky hit struck the dugout and it caved in on us. Nineteen of the men and the officer were killed. Men in the next trench started to dig us out by volunteering to stand in a row and dig at the earth with their trench helmets, passing the helmets full of dirt along the line. I was buried to my neck. It was four and a half hours before I got out. We had had nothing to eat since the day before and were starving.

"We were cut off from behind and were isolated. We had to eat, so I volunteered, with Private McCarty, to go after the chow. It was the hardest dinner I've ever got. We had to go right over No Man's Land in direct sight of the Germans. We had covered one hundred yards when we were discovered and they commenced to shoot at us. We dived into a trench-hole. When things quieted down a bit we made another try and got back to our second-line trench all right.

"We met Lieutenant Ellett in the trenches and got a can of stew, a can of coffee, and some bread. He said he would help us take it back. We had to go back over the same ground, which was being raked all the time by the Germans, but we reached there safely, and those boys in the trenches were mighty glad to have the meal, I can tell you."


Corp. Raymond Guyette, formerly of Waterbury, Conn., won his War Cross for dashing through a heavy barrage and rescuing three wounded men, carrying them, one by one, to the hospital just back of the lines.

"It was on March 18," he said, "we were executing a 'stroke of hand,' that is, American and French troops combining to make a foray. We were out for information and prisoners. There were 35 Americans and 110 Frenchmen in the unit. Twelve engineers volunteered to put down pontoons so that we could cross the canal to the first line of German trenches.

"Our barrage was to start at 5:15, and evidently there was a miscalculation, for the French officer who led us took us directly into our own barrage. To make matters worse, the Germans started one on their own account. Of the twelve engineers who were laying the pontoon for us five were killed and seven wounded. Well, we all started running and then I heard some wounded men calling for help.

"Ten of us decided to go back for them and we dashed through the rain of shells. I got one man out and to the hospital dugout, 300 yards away. Then I went back and got two more. Lieutenant Crossen was in charge, and, in addition to the War Cross, he has been recommended for a captaincy. All of the men who went back and pulled wounded fellows out of the barrage got the Cross."

Three of the men are of the old New York 69th. Before the war Sergt. E. A. McNiff was living the prosaic life of a clerk and resided in Brooklyn. Since the 69th took over the French trenches near Lunéville in January, clerking and living in Brooklyn must have seemed to McNiff something like a dream of long ago. Corp. M. H. Plant tells of a raid for which they had prepared two weeks in advance and in which he and McNiff played an active part. Plant, by the way, was more familiar with the details of capturing an audience than he was with storming a



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by Jules Payot, Rector of the Academy of Aix, France. Authorized translation. Thirty editions in fifteen years. Shows the way to success and happiness by proper training of the will. Will make life over for you. 12mo, cloth, \$1.50; by mail, \$1.55. Frank & Wagnall Company, 594 Fourth Ave., New York

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offered—15,000 miles for Fords and other pleasure cars. Ford size \$1.55 (Canada \$1.60). At all good dealers or sent prepaid if ordered direct.

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So with all folks—men and women.

The basis is a dish of Quaker Oats with garnishings. Then a dish of fruit and a cup of some hot drink.

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At this writing, Quaker Oats costs but one-seventh what meats or eggs cost—on the average—for the same nutrition.

Seven abundant meals can thus be served at the cost of one average meat meal.

Reduce the cost of living by using more Quaker Oats. Make it the entire breakfast. Mix it with your flour foods. A multiplied cost can buy no such nutrition, no such delights, without it.

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Except in Far West and South

1903

trench. Before he went to France to fight for Uncle Sam he was a member of the vaudeville team of Grant and Plant. He thus describes the raid, incidentally paying an unusual tribute to the fighting qualities of the Prussians:

"We had come into the trenches the night before and were all ready to go over. Our zero hour was set for 7:40 in the evening. It came at 7:37. Two hundred light and heavy pieces of artillery and 200 machine guns opened up on a space of 100 yards. We went over the top at 7:40 and immediately star-shells began to shoot from Fritz's side, 200 yards away. I don't know how long it took us to get over to Fritz's bailiwick. We certainly did hop it. We didn't have much trouble getting over. A scouting party the night before had cut the wires. Our barrage did the rest.

"The damage in the German trenches was awful. There were groaning and cursing all around us. We learned later that 300 of the 400 Germans in the trenches had been killed by our barrage. Most of them were half-buried in the ground. McNiff, one of the men who won a Cross and who is with the party, and I fought side by side. We kept emptying our automatics into the struggling mass of men that tried to organize themselves into some sort of a defensive fighting unit.

"About fifty of the Germans were left and there was about an equal number of us left. The Boches were reinforced by Prussian guardsmen, big, husky fellows who never give in and who die fighting. The rescuing party must have come up right through their own barrage, and I want to say that it is typical of the Germans to do just what those men did that night. Their gunners never slackened up on their front-line trenches, tho they knew that their own men were clicking it with every round fired.

"We had intended to stay in No Man's Land and in the German trenches to get prisoners. The barrage that the enemy put down was so hot and kept up so long that it was five and a half hours after the time we went over the top before we got back to our own dugouts. During this time we crept from shell-hole to shell-hole and gained what little protection we could from the craters.

"I suppose that our entire stay in the trenches wasn't more than ten minutes. We lost four killed and two wounded. We were all pretty mad during those hours we were out in the shell crater waiting for the barrage to lift, because we hadn't brought any Germans back with us.

"It was after 1 A.M. when we got back, and when the Lieutenant found that men were missing there were calls for volunteers to go back and get the wounded. Sergeant McNiff and I volunteered to go, and we made three trips—at 3, 5, and 6 o'clock. Three of the men we managed to bring back died later. In bringing them back we had to carry them from shell-hole to shell-hole and wait for the German's murderous fire to slacken."

Both of these men were mentioned in the news dispatches at the time, but they received their medals only a few days before sailing for the United States.

Corp. Osborn de Varilla, who fired the first shot at the Germans on October 23, is with the party. He is only nineteen years old and was going to the Lowell



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The summons of the country goes forth—

“Save the meat—wheat—fats for the fighter.

“Give the fruits and vegetables grown at home a more important place on your table.”

Here again the motor truck helps vitally in the response to America's needs.

With their Federals, the farmers, gardeners, truck growers far from

the city markets bring their produce fresh and early to the stalls.

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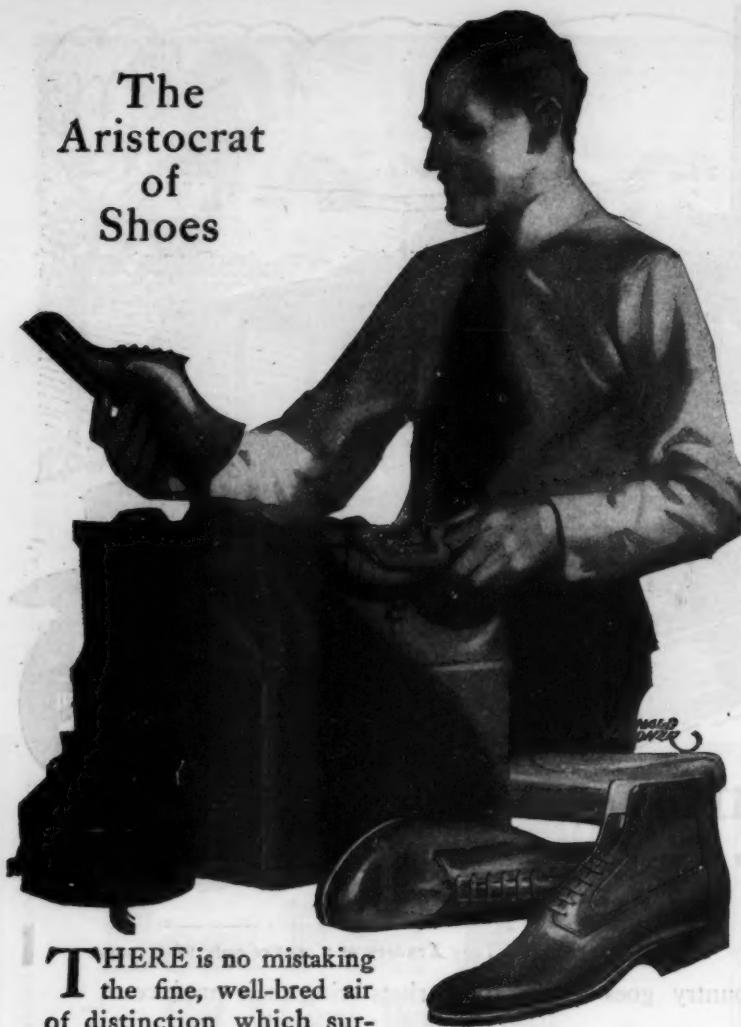
This is still another service Federals are rendering our country at war, none the less patriotic, we hope, because it is also profitable to the growers and beneficial to their customers.

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The Aristocrat of Shoes



THERE is no mistaking the fine, well-bred air of distinction which surrounds Nettleton fine shoes for gentlemen.

They represent the supreme triumph of shoecraft—that rare meeting of expert workmanship and materials of surpassing excellence.

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are distinguished by their modern styles, their unmistakable comfort, their special capacity to resist wear—qualities in which cost per pair is lost and the satisfaction of a genuinely reasonable yearly shoe expense is realized.

The Nettleton dealer in your city can show you Nettleton Shoes in a variety of lasts and leathers at prices from \$10 the pair up.

The shoe shown above is our Nottingham tan blucher. The Oxford is our Composite, number 020.

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Largest Manufacturers in America of Men's Fine Shoes Exclusively.

High School in San Francisco when he heard the call of the war. The writer in *The Sun* tells the story of that first shot as related by Pershing's men:

The men of the unit took their places behind the town of Bathlemont on the night of October 21. Under cover of darkness they dragged their seventy-five millimeter guns up a steep incline and planted them on a slope which had been camouflaged previously with trees. The Germans did not know that Americans had taken over a part of the French sector.

At 6 A.M. all was in readiness. The gun was placed and pointed. Capt. I. R. McLendon and his gun-crew were awaiting the word to fire. It came at 6:09 and one minute later eighteen pounds of shrapnel went screaming out across 4,100 yards of No Man's Land and into a German communicating-trench in the first line. Corporal de Varilla said that the German gunners found their battery about fifteen minutes later and opened with heavy field-pieces. Their range was poor and the shots fell several hundred yards to the left. The little corporal said that the Americans served the guns for two weeks before going back to rest billets. They fired on the average of sixty or seventy rounds a day, he said, and the Germans replied with about as many shots.

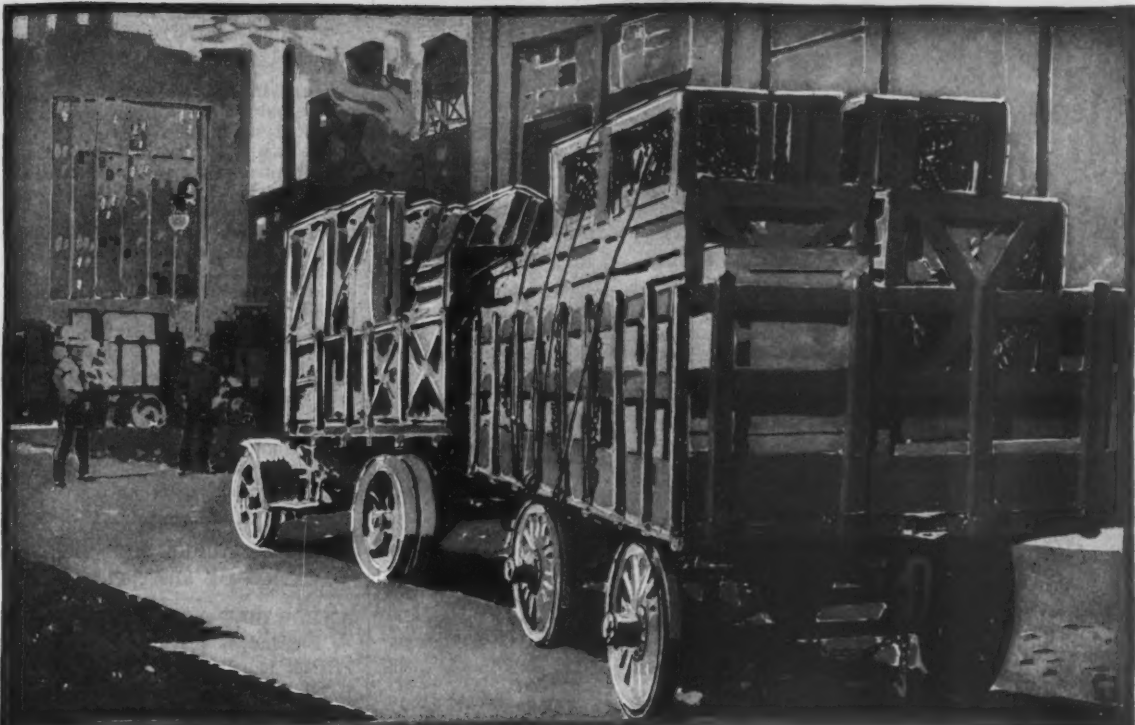
Keeping his gun going for many minutes after the rest of the battery had ceased firing and clearing out the debris before his gun-pit while a terrific bombardment from the German artillery was in progress won the *Croix de Guerre* for Sergt. Joseph Petrush. He was asleep in his dugout when the bombardment commenced. The gas alarm was given and within an extremely short time the gun-crew was up and in gas-masks.

Three men were kept at the gun all the time. The field-piece was soon almost out of commission, but Sergeant Petrush and his men kept it going, altho they thought every minute that it would explode. Six times he had to go out and clear away the debris before the gun-pit—logs and other pieces of wreckage that the German shells had blown there. Explosions occurred within five and ten yards of him with frequency, but he stuck to his job.

There came a time when the other guns in the battery ceased firing, but Petrush kept his own gun going. For a time he thought the other guns had blown up, remembering the condition of his own piece. The spokes of the gun-carriage were blown away and the shield was riddled with shrapnel. The front clip was blown off and Sergeant Petrush still has it as a souvenir.

The sergeant at last determined to cross over to the other guns and see whether or not they had blown up. Reaching them, he discovered they had been ordered to cease firing. He then went back and silenced his own gun. It took the crew—there were but four of them where seven are required—a whole day to clean up the gun-pit and set things right. Eight days later he was gassed and it was while he was in the hospital recovering from the effects of the gas that he received the cross of honor.

Homer Whited, of Bessemer, Ala., always grins when he hears the word *Kamerad*, for it recalls an amusing picture of two scared Germans who helped him to obtain the War Cross. With a



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on Troy Trailers is the way to make your hauling profitable. There is motor-power in your truck sufficient to move double the load that can be carried on the truck, because any good truck can carry its full rated load capacity, and pull just as much again at the same time.

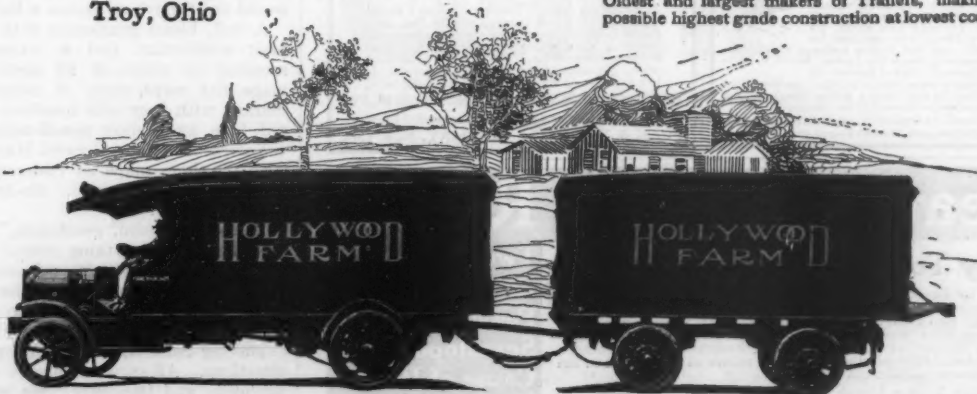
Use this excess power to move the second load on Troy Trailers at a cost of only 25% more than hauling a single load on the truck alone. The illustration shows how the Davis Sewing Machine Co., Dayton, O., has cut its hauling costs by carrying double loads each trip by using

Troy Trailers

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**Two Hussars
Live Corpses
Power of Darkness
Sevastopol
Cause of It All
First Distiller, etc.**

small party of men, also from Alabama, he started to carry a message from one sector to another. The men were armed with hand grenades; and, says Whited:

"At a traverse we thought we heard voices, and one of our party challenged. Receiving no answer, he fired. In the flash we saw that a party of Germans, six times the size of our own, was upon us.

"Give 'em the grenades, Homer!" yelled the sergeant in charge. I gave them all right, and the next minute two big Heines were beating it for me with their hands up yelling, *Kamerad!* I shoved them behind me, as I could see five more coming at us over the top of the trench. I emptied my gun at them and they stopt. At the same time one of the prisoners made for me. He had discovered the fact that my gun was empty. There was nothing for it but to give him the butt, so he got that until he couldn't yell *Kamerad* any more. When the little tea party was over, there were nine dead Germans and we were able to go back with two prisoners."

GENERAL MAURICE THE PERSONIFICATION OF ARMY PUNCTILIO

PROBABLY the most-talked-of man in

England at the moment—aside from Premier Lloyd George—is Gen. Frederick B. Maurice. Up to the time that he sprang his famous communication impugning the veracity of the Ministry, General Maurice had been regarded as the personification of conventionality and everything that went to make up the austere correctness of the professional soldier. Of his personality a correspondent of the *Detroit News* writes:

His weekly and recently his biweekly conferences with American newspaper correspondents have impressed them with his wide knowledge, a passion for accuracy in detail, and his personal aloofness, as though he were performing a function that professionally he rather disliked and resented. Barring his uniform, he would readily pass for a typical Prussian staff officer of the Moltke school.

His receptions to correspondents have not been interviews, but lectures. The correspondents filed into the sanctuary at the War Office at the appointed minute. Any man who was late found the door barred against him. Military usage demanded promptness, and General Maurice would not forgive or excuse a lack of it.

A tall, blond gentleman with a fresh, pink complexion and a monocle, surrounded by maps of all sorts—contour maps, flat maps, maps of elevations, all marked with flags with numbers and with red, blue, and yellow pencil-marks—faced the correspondents. General Maurice dealt with all those maps as Paderewski deals with the keys of a piano. He knew every detail of them.

"Good-afternoon, gentlemen," was the greeting; never anything more. Standing before the maps with a professional manner, and in language so precise that his stenographer would not need to correct it, the General stated the military situation.

Having finished, the General paused for questions. All answerable were replied to promptly and incisively. He was one of those "who suffer fools badly." Foolish questions occasionally were asked by amateur strategists. He crushed them quickly and curtly. He did not parry with them; he simply killed them with the straight bru-



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GMC TRUCKS

tality such as Speaker Tom Reed dealt to his critics in years gone by in Washington. "Good-afternoon, gentlemen," he said, having finished; never anything more. The correspondents left with more real knowledge in their note-books to digest than they were likely to get from days spent in reading the matter written by military experts for the newspapers.

General Maurice is rated as one of the most authoritative military historians and critics who write in the English language. He has made a deep study of and has confessed profound admiration for the strategy and general military achievements of Lee, Grant, and other celebrated generals in the American Civil War.

Among his notable contributions is a chapter in the Cambridge Modern History on the Franco-Prussian War (1870-71). In this, curiously enough, he lays stress upon the defects of the French military system, blaming it for the inadequate condition which the Emperor Napoleon III. found before Metz on the thirteenth day of mobilization, when doubts as to the possibility of assuming the offensive were already expressed. He blamed transportation conditions for the lack of concentration.

General Maurice is forty-seven years of age, entered the Army in his twenty-first year, and served at Tirah, 1897-8, and in South Africa. In the latter campaign he was mentioned in dispatches, brevetted major, and received the Queen's Medal with five clasps, an unusual honor.

That his reputation is more than local is shown by the many foreign honors with which he has been decorated, these including the Legion of Honor, *Croix de Guerre*, and the first class of the Order of St. Stanislas of Russia.

GOVERNMENT CALL FOR TYPE-WRITERS AND STENOGRAPHERS

THE Federal Government has started a big drive for stenographers and typewriter operators. Uncle Sam needs thousands of them in Washington, and John H. McIlhenny, president of the United States Civil Service Commission, has sent out a hurry call in which he says: "It is the manifest duty of citizens with this special knowledge to use it at this time where it will be of the most value to the Government."

Women are especially urged to undertake this work, and a poster which Mr. McIlhenny has sent to THE DIGEST sets forth the following inducements:

Those who have not the required training are encouraged to undergo instruction at once.

Examinations for the Departmental Service, for both men and women, are held every Tuesday in 450 of the principal cities of the United States, and applications may be filed with the Commission at Washington, D. C., at any time.

The entrance salary ranges from \$1,000 to \$1,200 a year. Advancement of capable employees to higher salaries is reasonably rapid.

Applicants must have reached their eighteenth birthday on the date of the examination.

For full information in regard to the scope and character of the examination and for application-blanks address the United States Civil Service Commission, Washington, D. C., or the Secretary of the

United States Civil Service Board of Examiners, at Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Atlanta, Ga.; Cincinnati, Ohio; Chicago, Ill.; St. Paul, Minn.; St. Louis, Mo.; New Orleans, La.; Seattle, Wash.; San Francisco, Cal.; Honolulu, Hawaii; or San Juan, Porto Rico.

Lest the difficulties of the housing problem—recently referred to in THE DIGEST—should deter any possible applicant Mr. McIlhenny writes of the situation at present in Washington as follows:

Early in 1918, at the request of the Commission, the President made available Federal funds for the organization of the room-registration and renting facilities. A room-registration office was organized by the District of Columbia Council of Defense, under the auspices of the Council of National Defense.

Those who arrive on late trains can find rooms for the night by applying at the booth of the District Council of Defense, which is prominently situated in the main waiting-room of the Union Station, where all trains arrive. Some one is in attendance at this booth throughout the twenty-four hours of the day. There is no reason why any person appointed to a position in the Government service should experience hardship in the matter of locating a rooming- and boarding-place at this time. The Commission is not discussing hotel accommodations. Government clerks are not interested in these.

The Commission has been informed by the District Council of Defense that an average price for room with board, that is, the two principal meals of the day, is from \$35 to \$40 a month. In order to obtain such a rate it is usually necessary for two persons to occupy one room. Rooms which may be occupied singly are not available in great numbers.

"ENEMY ALIENS" AND THE SPY PROBLEM

(Continued from page 25)

extraction are genuinely loyal; and that every immigrant who has had the faith to come to America for his opportunity has within him the stuff out of which worthy American citizens can be made.

QUESTIONS

1. Define *edition*, *propaganda*, *polyglot*, *sabotage*. What is the derivation of *sabotage*?
2. What good can you say of the work of spies? Why is there a tablet in memory of Major André in London?
3. What improprieties was Bernstorff guilty of when he was Ambassador?
4. What is the distinction between talk which is treasonable and talk which is merely critical?
5. Mr. Gregory states, "Lynch law is the most cowardly of crimes." Why? What are the dangers which such lawlessness carries with it?
6. Who, previous to the war, were famous secret-service men in this country? What do you suppose these men are doing now?
7. What effect will the war have upon immigration?
8. How many of the rumors within your own town have proved sound? What may we conclude from these disclosures?
9. What is meant by "Americanization"? To what extent can Americanization methods be used in reaching "alien enemies"?



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"How does it work?"

"First rate. You see we meet every day and he buys me the drinks and I buy him the cigars." —*Boston Transcript.*

Serious Predicament.—**EAGER LADY**—"But what if your engine stops in the air—what happens? Can't you get down?"

AVIATOR—"That's just what 'appens, mum. There's two Germans up over in France now with their engines stopt. They can't get down, so they're starving to death." —*California Pelican.*

A Mean Remark.—"It says here that a wealthy Western man has left \$500,000 to the woman who refused to marry him twenty years ago," said Mrs. Gabb, as she looked up from the newspaper she was reading.

"That's what I call gratitude," commented Mr. Gabb. —*Cincinnati Inquirer.*

Try Again

We don't know what to call him. We'd hate to make a botch, And mispronounce a hero like great and splendid Foch.

But, anyhow, we laud him, and loudly cry, "B'gosh!"

"However they pronounce him, hurrah for General Foch!"

—*Kansas City Star.*

Those Rural Profitreers.—And men relate that Mrs. Newlywed went to the grocery-store to do her morning marketing. And she was determined that the grocer should not take advantage of her youth and inexperience.

"These eggs are dreadfully small," she criticized.

"I know it," he answered. "But that's the kind the farmer brings me. They are just fresh from the country this morning."

"Yes," said the bride, "and that's the trouble with those farmers. They are so anxious to get their eggs sold that they take them off the nest too soon!" —*Cleveland Plain Dealer.*

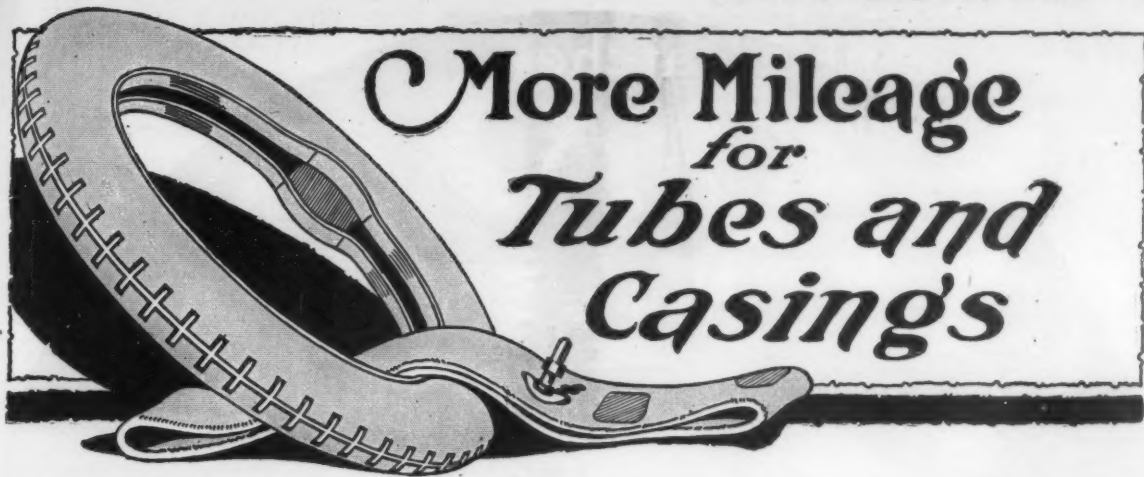
Paste This in Your Ford in Japan.—You must drive your automobile at the speed of eight knots per hour on the city roads and at twelve knots per hour on the country roads.

When you see the policeman throwing up his hand you must not drive in front of him.

When you get ahead of the passenger on foot or the horse, you must ring the horn.

When you meet the cow or the horse speed slowly and take care to ring the horn and not be afraid of them. Drive slowly when you meet the horse or the cattle, do not make them afraid and carefully make the sound. If they afraid the sound you must escape a little while at the side of the road till they pass away.

Do not drive the motor-car when you get drunk and do not smoke on the driver seat. —*Japan Chronicle.*



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If you'll carry a box of Johnson's Hastee Patch in your tool kit you can get away from the expense of a lot of spare tubes and casings which fast deteriorate during the hot motoring months. A box of Johnson's Hastee Patch in your car answers the same purpose as two or three extra tubes and casings.

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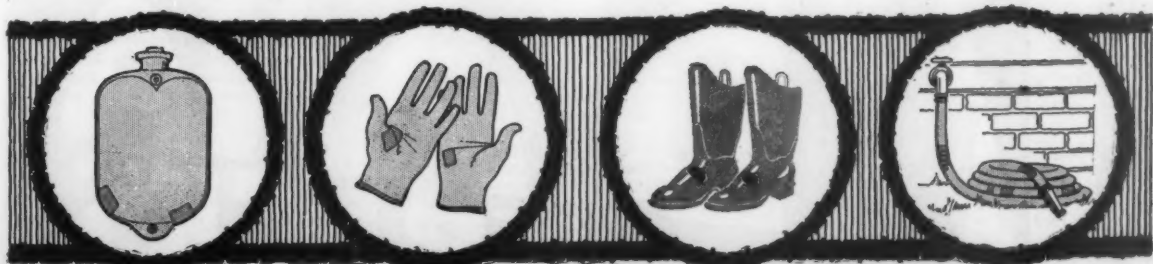
Ready for Instant Use

With Johnson's Hastee Patch it takes but two or three minutes to perform the entire operation and the tube can be pumped up immediately and is ready for instant use at any speed. There is no sticky, gummy cement to bother with—the patch and self-vulcanizing liquid which accompany it, make a complete tire repair outfit.

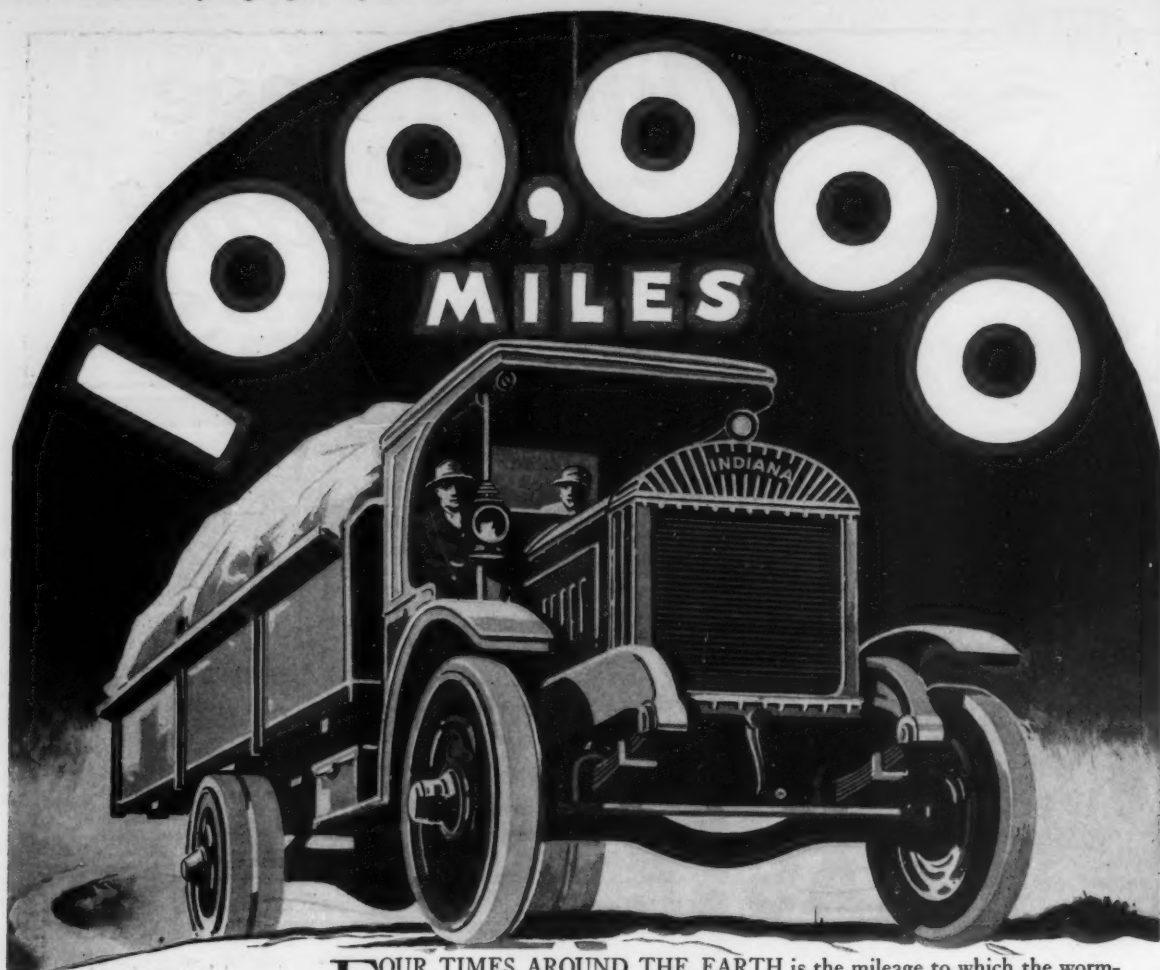
Trial Offer

We will send you by prepaid Parcel Post, upon receipt of 50c, a strip of Johnson's Hastee Patch from which 25 average size patches can be cut. Satisfaction guaranteed or your money back.

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CURRENT EVENTS

THE WAR

THE GERMAN OFFENSIVE

May 8.—London advices state that Field-Marshal Haig reports a strong local operation against the French and British between La Clytte and Voormezele, back of Mont Kemmel, the Germans establishing a "footing at certain points." The official report states that the French advanced their lines south of La Clytte and took some prisoners. The British line was advanced between the Somme and the Ancre rivers, taking prisoners. Hostile artillery is reported to be active between Locon and Robecq and in the neighborhood of St. Julien.

The French official report states that the artillery battle was revived during the night north and south of Avre. Attempted enemy raids west of Montdidier were broken up and German prisoners taken.

The German report states that the artillery battle was continued at Mont Kemmel and west of Bailleul. English and French prisoners were taken during forefield engagements on the Somme battle-field. Unsuccessful attacks by the French and British are reported on both sides of Corbie-Bray Road.

May 9.—Dispatches from London announce that the ground gained by the Germans yesterday was recovered by the French and British. The official British report states that at the close of the fighting this morning the French and British positions in the La Clytte-Voormezele sector had been completely reestablished. Two local attacks were launched by the enemy at Albert and Bouzincourt. The latter was broken up, but after suffering heavy casualties the Germans effect a lodgment in the advanced trenches of the British on a front of about 150 yards. Hostile raids were repulsed at Lens and Merris.

The French official report states that spirited artillery-fighting occurred on the Hailles-Montdidier front and south of the Avre. German patrols were repulsed near Campelle St. Aignan.

The German report announces the repulse of British advances on the southern bank of the Lys near Buequoy and south of Albert. Forty-five prisoners, including four officers, are reported to have remained in the hands of the Germans when a night attack by Australian troops was repulsed on the Corbie-Bray Road. The artillery-battle is reported to be continuing north of the Luce and on the western bank of the Avre.

May 10.—The British official report states that the hostile artillery was active in the valleys of the Ancre and Somme rivers and at points on the Lys. The portion of the trenches northwest of Albert taken by the enemy has been recaptured with a few prisoners.

The French official reports state that violent artillery-fighting has been in progress in the region of Grivesnes between Lassigny and Noyon. Following an intense bombardment yesterday afternoon, the park at Grivesnes, an important part of which had been occupied by the Germans, was taken with 258 prisoners, including four officers. Despite vigorous attacks the French hold their new positions and organize them.

Berlin reports an English local attack north of Albert repulsed while the French advance in Apremont Wood is said to have failed. Lively artillery-action in the region of Mont Kemmel

and on both sides of the Luce Brook and on the western bank of the Avre is reported.

May 11.—The official British report says that several successful raids were made during the night west of Merville, a few prisoners and machine guns being taken. Enemy raids east of Ypres and in the neighborhood of Neuville were repulsed.

The French officially report violent artillery-preparation by the enemy followed by attacks by special assault troops on the French positions in the Bois la Caune. The enemy was driven out after gaining a footing, suffering severe losses and leaving 100 prisoners and 15 machine guns in the hands of the French. Prisoners and several machine guns were taken in a local operation in Marceuil Wood, and French detachments make incursions into the German lines southeast of Montdidier and northeast of Thiaucourt, taking prisoners and material.

Berlin reports activity in the Kemmel region and states that British attacks in Avelny Wood were repulsed with heavy losses. It is admitted that the Allies obtained a footing in Grivesnes Park. The advance of the French in Apremont Wood is reported repulsed.

May 12.—The British official report states that prisoners and machine guns were captured in raids near Ypres-Comines Canal and in the neighborhood of Méteren.

The French report artillery-action south of the Avre and west of Mailly-Raineval. A German attack on the French new positions northwest of Orvillers-Sorel was checked with serious enemy loss.

The German report states that the fighting was restricted to local engagements. The Allied advance at several points north of Kemmel and on the Lys is noted. Forty prisoners are reported captured as the result of a German advance southwest of Mailly. Reconnoitering engagements are reported between the Avre and the Oise.

May 13.—London reports artillery activity in various portions of Picardy and Flanders, especially north of Serre and north of Kemmel.

The French report bombardments on both banks of the Avre. In Lorraine a French detachment penetrated the German lines and brought back twenty prisoners.

The Germans report artillery activity and local infantry engagements in the Kemmel region, and claim the Allies' reconnoitering thrusts were repulsed and prisoners taken.

May 14.—The British officially report that the enemy entered their positions southwest of Morlancourt, but was driven out by an Australian counter-attack and the line completely re-established. Fifty prisoners were captured and the British casualties are reported very light. Successful operations are reported northeast of Robecq. Hostile artillery is reported active during the night in the Somme and Ancre sectors.

The French report intermittent bombardments in the Grivesnes sector. Enemy concentrations were dispersed near Montdidier and between Noyon and Guiscard. An enemy surprise attack completely failed in the Champagne, where the artillery-action is reported to have been spirited near Butte-du-Mesnil.

The Germans report successful thrusts into the British lines on the north bank of the Somme and the Corbie-Bray Road. Strong British attacks north and south of Givenchy are reported repulsed with heavy losses.

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AMERICA AT THE FRONT

May 9.—A dispatch from the Headquarters of the American Army in France states that a large German patrol attempted to rush the American positions on the Picardy front, but was frustrated with comparatively heavy casualties.

May 11.—Dispatches from the Headquarters of the American Army in France state that during a heavy bombardment of the enemy's lines fires were caused in the villages of Contigny and St. Georges, west of Montdidier, which are held by the Germans. A message contained in a pouch carried by a captured German trench dog stated that the German fire was falling short and that their own shells were landing in Contigny.

May 13.—A London dispatch states that the Associated Press is officially informed that the statement is an error as sent out from Ottawa attributing to the War Committee of the British Cabinet the announcement that the American Army would not be used on the Western Front until it became a complete and powerful force. Both Secretary of War Baker and the Earl of Reading, the British Ambassador to the United States, denied the report.

A dispatch from the Headquarters of the American Army in France states that a big ammunition-dump in Contigny was fired by the American artillery and at the same time two fires were started in Montdidier followed by numerous explosions.

May 14.—A dispatch from the Headquarters of the American Army in France states that an American airplane crashed to earth behind the lines in the Toul district, killing the pilot and the observer. The cause of the accident is a mystery.

Following is the American casualty list as announced from Washington and corrected according to the latest War Department figures: Killed in action: 712; died of wounds, 172; died of diseases, accident, and other causes, 1,331; severely wounded, 486; slightly wounded, 2,752; missing in action and prisoners, 215; total, 5,668.

THE ITALIAN FRONT

May 12.—A dispatch from the Headquarters of the Italian Army states that after a long period of inactivity, owing to weather conditions, a brilliant operation was executed on the night of May 10, capturing the dominating position of Monte Corno, destroying an elaborate system of enemy defenses, and taking 100 prisoners and a number of guns and material.

Rome announces that on May 11 Italian troops stormed the Austrian post at Col dell' Orso, destroying its garrison in hand-to-hand fighting. The enemy was repulsed north of Monte Mantello and to the right of Brenta Valley.

May 13.—Rome reports that Austro-Hungarian attacks on the new Italian positions on Monte Corno are successfully repulsed with heavy enemy loss. Enemy activity is reported to be increasing along the Italian front.

May 14.—The Italian War Office announces that attempts to renew the attack on Monte Corno, and to approach the Italian lines at Dosso Casina and in the Baleno and Ornie valleys, fail with heavy loss to the enemy.

THE WAR IN THE AIR

May 8.—The British official statement on aerial operations states that on May 7 twelve hostile machines were brought down in air-fighting, eight of them being accounted for in a big engage-

ment near Douai. A German observation balloon is reported to have been brought down in flames. None of the British machines is missing.

May 9.—Berlin reports that thirty-seven Allied airplanes have been brought down in the past few days in air-fighting and by anti-aircraft guns.

Paris reports that within five minutes on May 7 Sublieutenant Nungesser brought down his thirty-third and thirty-fourth German airplane and damaged another.

The Navy Department at Washington announces the death in an airplane accident in France on April 30 of E. A. Smith, Jr., of Baltimore. A London dispatch announces that Second Lieutenant D. C. Fairbairn, of Illinois, was killed on May 8 when his machine fell accidentally.

An official statement issued in London states that British aviators operating on the Italian front have destroyed seventeen hostile airplanes and lost none since the last report.

May 11.—London reports that in aerial fighting on May 9 and 10 British aviators downed thirty-five German planes, and four hostile observation-balloons were destroyed. Sixteen British machines failed to return.

May 12.—A French official report states that on May 10 two German airplanes were brought down and eight seriously damaged. On May 10 and 11 French bombing-machines dropt 7,000 kilos of explosives on railway stations and enemy cantonments in the regions of Noyon, Chauny, and Flavy-le-Martel. On May 11 a German captive balloon was set on fire by French pilots.

Berlin reports that on May 10 and 11 nineteen enemy airplanes were shot down by the fighting echelon formerly led by the Baron von Richthofen.

Rome reports that seven hostile airplanes were brought down by the Italians along the Piave River.

May 13.—An official communication from General Headquarters in Berlin gives the Allied aerial losses on the German front during April as follows: Captive balloons, 15; airplanes, 271, of which 122 are said to have fallen behind the German lines. The Germans admit the loss of 123 airplanes and 14 captive balloons.

May 14.—Rome reports that eleven hostile airplanes are brought down while British aviators bomb enemy hutments near Asiago.

A London dispatch states that in April British airmen dropt 6,033 bombs behind the enemy line on the British front. In the same period the enemy dropt 1,346 in the area occupied by the British.

An official British statement states that two hostile machines were brought down on May 13. None of the British machines is missing.

NAVAL OPERATIONS

May 8.—An official British statement received in Washington states that more than forty German warships have been successfully attacked and that the "enemy now rarely allows his above-water craft beyond the confines of his harbors."

May 9.—Official French statistics received in Washington state that the total losses of Allied and neutral ships due to the submarine warfare during April were approximately one-half of those during April of last year. Last year the figures were 634,685 tons, while in April, 1918, the tonnage lost was 381,631.

May 10.—The British Admiralty reports that the operations designed to close

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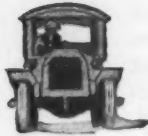
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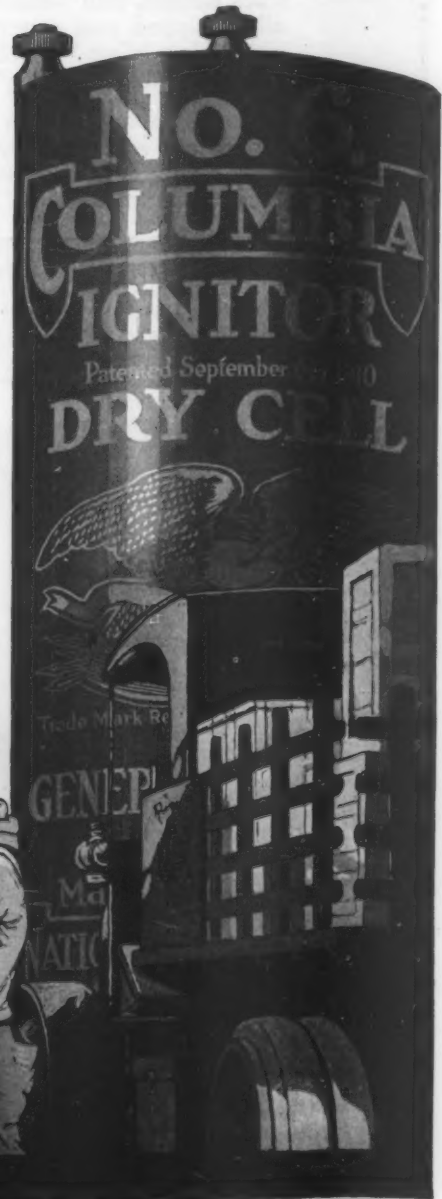
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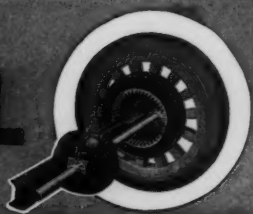
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INTERNAL



GEAR DRIVE

the ports of Ostend and Zeebrugge were completed yesterday when the obsolete cruiser *Vindictive*, filled with concrete, was sunk between the piers at the entrance of Ostend harbor. The British light forces are reported to have returned to their base with the loss of one motor-launch. The Berlin report of the affair states that "the enemy were driven off," that "an old and battered cruiser" lies outside the navigation channel, and that the entrance to the harbor is free. Only dead are said to have been found on the cruiser, and two survivors who leapt overboard are said to have been captured.

May 11.—London dispatches state that it is reported in Berlin that German submarines have been warned by wireless not to return to Ostend or Zeebrugge. It is taken as an admission that the entrances of these ports have been successfully blocked.

THE CENTRAL POWERS

May 8.—A dispatch from Washington states that news received from Switzerland reports serious disturbances among the crews of the Austro-Hungarian Fleet, which were put down with difficulty and have caused changes in the high command.

May 12.—Vienna dispatches state that a supplementary treaty has been concluded between Roumania and Austria-Hungary by which Roumania pledges for five years the Roumanian bank balances at the German Reichsbank. A similar treaty is concluded with Germany.

OPERATIONS IN AMERICA

May 8.—A dispatch from Fort Worth, Texas, states that eight American gunners were killed and seven injured when a three-inch shell exploded during firing practice.

Secretary of War Baker announces that the forecast made by him in January has been fulfilled and that more than 500,000 American troops are now in France.

In order to make available more ships for overseas purposes, the War Trade Board restricts the importation of crude rubber to 100,000 tons a year. Imports heretofore have amounted to about 157,000 tons with a total value in manufactured products of \$800,000,000.

John B. Erwin, of West Point, Miss., was killed, and R. E. Jeremy, of Wilkes Barre, Pa., and J. R. Vidmer, of Washington, D. C., seriously injured when two airplanes flown by army student aviators at Mineola, L. I., crashed together in flight.

May 9.—Lieut. James D. May, of New York City, was killed, and Milo H. Miller, of Waterloo, Iowa, was seriously injured when their airplane fell near San Antonio, Texas.

Washington announces that Howard Conoley, of Boston, has been appointed a vice-president of the Emergency Fleet Corporation and will take over the legal and financial divisions to permit Vice-President Charles Piez to devote himself entirely to construction. Naval Constructor J. L. Ackerson is appointed assistant to Director-General Schwab.

Lieut. George Sherman, student aviation officer at Post Field, Lawton, Okla., is killed when his army airplane falls 300 feet.

Elbert H. Gary, chairman of the United States Steel Corporation, announces that plans are being prepared for the construction by the United States Government of a large plant to manufacture cannon and projectiles. The plant will be constructed in the interior of the

country under the supervision of the United States Steel Corporation.

May 10.—Washington dispatches state that evidence supported by documentary proof is submitted by Senator Thomas, of Colorado, in the aircraft inquiry which shows that Gutzon Borglum, while acting as the representative of President Wilson, sought to influence an airplane company for his own benefit. The charges were made by Kenyon W. Mix, son of the president of the Dodge Manufacturing Company, of Mishawaka, Ind. Borglum characterizes the charges as a "scurrilous frame-up."

Eight soldiers belonging to the 321st Infantry were killed and 26 injured when a wooden railroad coach went off a trestle at Camp Jackson, S. C.

May 11.—Washington announces that more than 1,300,000 men have thus far been called in the draft and are either in France, in camp, or under call for service before June 1.

May 12.—In agreement with the Allied Missions, the War Industries Board, and the Food Administration, it is announced by the War Trade Board that after May 15 permission must be obtained from the proper controlling agency of the Government before the manufacture of commodities intended for export to the European Allies may begin or materials be purchased.

May 13.—The naturalization papers of Frederick W. Wursterbarth, formerly postmaster of Lakeview, N. J., are revoked by the United States District Court in Newark on the ground that he swore falsely when he renounced allegiance to the Kaiser. Wursterbarth was naturalized thirty-five years ago, and has shown pro-German tendencies.

May 14.—The Overman Bill, giving to the President full power to make any administrative change that he may desire for war-purposes, passes the Senate with only two negative votes.

FOREIGN

May 9.—The British House of Commons, by 293 to 106, sustains the Lloyd George Ministry.

May 10.—A Bucharest dispatch states that the Roumanian Government announces the conclusion of peace and dissolves the Parliament. New elections are ordered and the new Parliament will convene on June 17.

May 11.—The British War Office announces that Major-General Maurice has been placed on retired pay.

May 14.—James Gordon Bennett, owner and director of the New York *Herald*, dies at his residence in Beaulieu, France. He was seventy-seven years old on May 10.

DOMESTIC

May 8.—The report of the Railroad Wage Commission to Director-General McAdoo recommends an increase ranging as high as 43 per cent. and graded down to one per cent. for all railroad employees. The lowest-paid employees get the maximum increase. The wage advance will entail an increased expenditure to the railroads of \$300,000,000.

May 9.—A dispatch from Sioux Falls, S. D., states that 18 persons were killed at Calmar, and three at Mason City, Ia., by a tornado. At Toulon, Ill., a farmer and his son were killed, and at Franklin two women were killed.

May 14.—The Liederkreis Club of New York, having 900 members, declares allegiance to the United States in a resolution that provides for the expulsion of any member guilty of an act or word hostile to the United States, and will select a new and American name.



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THIS Annual Broadside of White Truck fleet owners represents the very pick of American industry and commerce. It is a list of installations of ten trucks or more, showing how they grow from year to year, as time and service show their worth. There are now 2,153 fleets in active service, totaling 23,226 White Trucks, exclusive of all single truck installations.

	1910	1911	1912	1913	1914	1915	1916	To-day
Abraham & Straus	0	0	0	0	0	0	0	10
Adams Express Company	0	0	0	2	3	5	10	10
B. Altman & Company	0	0	8	8	33	67	92	92
Aluminum Co. of America	0	0	0	0	1	2	2	16
American Ambulance Field Serv.	0	0	0	0	0	0	1	22
American Can Company	0	0	4	7	8	8	33	56
American Express Company	0	0	0	7	8	8	44	44
American Petroleum Company	0	0	0	0	0	0	0	12
American Red Cross Society	0	0	0	0	0	0	0	86
American Steel & Wire Co.	0	0	1	5	5	6	10	16
American Stores Company	0	1	2	9	14	14	15	29
Amer. War Relief Clearing House	0	0	0	0	0	2	18	33
Ammen Transportation Company	0	0	2	7	8	9	11	11
Anheuser Busch Brewing Ass'n	0	0	0	0	0	1	17	19
Arlington Mills	0	1	1	1	1	2	2	11
Armour & Company	0	4	30	51	63	84	165	226
Associated Bell Telephone Cos.	0	1	6	30	46	84	311	447
Associated Dry Goods Corp.	0	0	8	13	23	29	37	40
City of Atlanta	0	3	6	8	10	10	11	11
Atlantic Ice & Coal Corporation	0	0	0	15	15	15	20	27
Atlantic Refining Company	1	4	9	31	67	86	184	275
Auto Livery Company	0	0	0	0	0	0	15	15
The Bailey Company	0	1	3	6	6	13	16	17
City of Baltimore	0	3	4	7	14	14	29	30
Baltimore Transit Company	0	0	0	0	0	1	1	20
The Barrett Company	0	0	0	0	0	0	11	17
Beam-Fletcher Corporation	0	0	0	0	0	0	16	57
Bellevue & Allied Hospitals	0	0	0	1	3	9	15	19
Stedman Bent	0	0	0	0	0	1	19	23
William Bingham Company	0	0	0	0	0	0	16	17
Samuel Bingham's Sons Mfg. Co.	0	0	2	3	4	4	6	10
Blake Motor Trucking Company	0	0	0	1	6	6	18	20
Boggs & Buhl, Inc.	0	8	10	18	23	24	24	24
Henry Bosch Company	2	8	8	9	10	10	11	12
City of Boston	0	2	9	12	17	18	18	19
Boulevard Transportation Co.	0	0	0	0	0	0	3	16
Bradford Baking Company	0	0	0	9	20	25	26	26
The Brandt Company	0	0	0	0	0	0	1	10
Broadway Taxicab Company	0	3	12	12	12	12	12	12
Brooklyn Alcatraz Asphalt Co.	0	0	0	2	9	9	11	11
P. H. Butler Company	0	0	0	1	1	4	6	11
H. M. Byllesby & Co., Inc.	0	1	2	2	2	3	5	11
California Baking Company	0	0	0	0	0	0	0	15
Chapin-Sacks Manufacturing Co.	0	0	0	0	0	0	0	10
Chero-Cola Bottling Companies	0	0	0	0	4	6	30	62
City of Chicago	0	0	0	1	4	10	27	38
Chicago Fire Insurance Board	0	0	5	11	13	13	13	13
Cities Service Co. Interests	0	0	0	0	0	0	0	13
Clark's Bus Line	0	0	0	0	0	0	0	11
Clearing House Parcel Del. Co.	0	0	0	0	0	3	10	10
City of Cleveland	0	2	7	14	15	19	23	32
Cleveland-Akron Bag Company	6	7	9	14	15	19	21	39
Cleveland Builders Supply Co.	0	1	1	3	4	7	10	14
Cleveland Electric Illum'g Co.	0	0	0	0	0	6	17	23
Cleveland Provision Company	0	1	2	3	7	7	11	13
Cleveland Transfer Company	0	0	0	0	0	0	1	19
Cleve. & Sandusky Brewing Co.	0	0	1	1	2	3	10	15
Club Cab Corporation	0	0	0	0	0	21	25	25
Coca-Cola Bottling Companies	0	3	6	12	26	38	75	122
Consol. Gas, El. Light & Pwr. Co.	2	3	6	8	11	12	12	12
Continental Oil Company	0	1	2	2	3	4	19	25
Cudahy Packing Company	0	0	2	6	8	10	21	24
Dannemiller Grocery Co.	0	0	0	0	0	3	6	12
James deMallie	0	0	0	0	1	1	16	16
Des Moines Motor-Bus Company	0	0	0	0	0	0	0	17
Dominion of Canada	0	0	0	0	47	47	47	47
Dunn & Ruth	0	0	0	0	0	0	24	24
E. I. DuPont de Nemours Pdr. Co.	0	0	0	0	0	0	1	16
East Ohio Gas Company	0	0	0	1	3	5	5	10
T. Eaton Company, Ltd.	0	5	13	14	15	15	20	20
Emerick Motor Bus Company	0	0	0	1	5	9	11	14
Empire Gas & Fuel Co.	0	0	0	0	0	0	0	33
Owen H. Fay Livery Company	0	0	0	23	23	23	23	24
Fenway Garage Company	0	0	19	19	29	29	39	39
Fly & Hobson Company	0	0	0	0	0	0	0	14
Foster & Kleiser, Inc.	0	2	4	4	8	10	10	10
Harry V. Franks	0	0	0	0	0	0	6	16
Frederick & Nelson, Inc.	0	0	0	3	7	9	10	13
A. W. Gamage, Ltd.	0	0	14	14	14	14	14	14
General Baking Company	0	0	0	1	1	1	1	10
Georgia Railway & Power Co.	0	0	1	3	7	7	18	22
Gilman Motor Trucking Co.	0	0	0	0	0	0	0	10
Gimbel Brothers	0	20	26	46	59	59	62	62
Glacier Park Transportation Co.	0	0	0	0	10	20	22	23
Stacy G. Glauser & Son	0	0	0	0	0	2	4	14
Adolf Gobel, Inc.	0	0	0	0	0	0	0	10
J. Goldsmith & Sons Company	0	0	3	4	5	5	7	12
B. F. Goodrich Company	4	6	9	11	12	17	19	22
Goodyear Tire & Rubber Co.	0	0	0	0	0	0	3	10
Gray Construction Company	0	0	0	0	0	1	3	10
Great Northern Paper Company	0	0	0	1	1	11	13	18
Greenfield Elec. Light & Pwr. Co.	0	3	6	9	10	11	13	13

Call

In Actual Service



	1910	1911	1912	1913	1914	1915	1916	To-day		1910	1911	1912	1913	1914	1915	1916	To-day
Gulf Refining Company	0	1	9	29	81	172	463	563	San Francisco Municipal Ry.	0	0	0	0	0	0	0	10
Halle Brothers Company	0	0	0	0	0	0	12	13	Schmidt & Ziegler, Ltd.	0	0	0	0	0	0	0	11
Haverty Furniture Company	0	0	0	0	2	6	7	12	Schulze Baking Company	1	1	9	15	17	22	23	26
Hawaii County, T. H.	0	0	2	9	9	9	10	11	Seiple & Wolf	0	0	0	1	2	2	10	10
H. J. Heinz Company	0	0	0	0	0	0	16	19	Franklin Simon & Company	0	0	0	3	6	10	14	14
The Higbee Company	2	4	5	6	10	10	10	12	W. & J. Sloane	13	14	15	15	15	17	21	23
Joseph Horne Company	5	12	15	24	33	39	47	47	Southern Express Company	0	0	0	2	9	11	31	41
J. L. Hudson Company	0	0	0	0	0	10	17	20	Spear & Company	0	0	1	9	13	14	15	22
Imperial Oil Company, Ltd.	0	1	1	1	1	1	12	42	Standard Oil Co. of California	1	3	4	6	7	26	67	97
Independent Brewing Co. of Pgh.	1	1	2	5	5	11	28	36	Standard Oil Co. of Indiana	1	4	5	9	59	122	168	201
Jones Store Company	0	2	2	5	6	10	14	17	Standard Oil Co. of Kentucky	0	1	2	4	5	9	38	75
Kaufmann Dept. Stores, Inc.	0	0	10	16	24	44	80	80	Standard Oil Co. of Nebraska	0	0	0	0	5	11	17	17
Kaufmann & Baer Company	0	0	0	1	40	45	51	59	Standard Oil Co. of New Jersey	0	0	1	1	1	1	3	30
C. D. Kenny Company	0	0	0	0	0	0	12	41	Standard Oil Co. of New York	2	6	18	35	68	113	230	363
Henry Knight & Son	0	0	0	0	0	0	10	10	Standard Oil Co. of Ohio	0	1	1	1	10	17	28	36
Theodor Kundtz Company	3	7	8	9	10	11	12	13	Stark-Tuscarawas Brewing Co.	0	0	0	1	1	2	7	12
J. William Lee & Son	0	0	0	0	0	0	13	13	Sterling & Welch Company	2	4	7	7	8	8	11	14
Fred T. Ley & Company	0	0	0	0	1	1	4	10	Stern Brothers	0	0	8	18	18	19	21	22
Leyte Land Transportation Co.	0	0	3	6	10	12	14	14	Stewart Taxi Service Company	0	0	0	0	0	0	18	29
Lit Brothers	0	0	0	0	0	0	17	26	Strawbridge & Clothier	0	0	0	2	4	4	9	15
Los Angeles Brewing Company	0	0	2	7	13	14	15	17	Strochman Baking Company	0	0	0	2	2	2	10	10
Los Angeles Ice & Cold Stor. Co.	0	0	0	0	0	0	5	10	Swift & Company	0	0	0	2	2	10	101	109
Henry C. Lytton & Sons (The Hub)	0	6	7	9	10	11	11	12	Taxicab Association, Inc.	0	0	0	26	40	76	151	151
McCreery & Company	6	6	8	8	8	11	15	15	Taxicab Company of California	0	0	19	39	59	59	59	69
G. M. McKelvey Company	0	0	1	1	6	8	18	18	Telling-Belle Vernon Company	0	3	4	4	9	11	11	13
R. H. Macy & Company	0	0	0	0	0	0	15	15	E. B. Tenny	0	0	0	1	3	6	12	12
Mandel Brothers	0	9	10	15	16	17	17	17	Terminal Taxicab Company	0	0	20	36	61	61	61	90
A. C. Marshall Company	0	0	0	0	0	0	15	15	Arthur Tufts	0	0	0	0	0	0	0	15
State of Massachusetts	0	1	4	4	4	5	11	11	Union Oil Co. of California	0	0	0	1	10	22	43	156
The May Company	0	0	0	4	11	15	26	26	Union Transfer Company	0	0	0	0	0	0	1	11
Mesaba Transportation Company	0	0	0	0	0	2	15	18	United Gas Improvement Co.	0	0	0	0	2	3	25	31
Miami Valley Fruit Co.	0	0	0	0	0	0	12	12	United Gas Imp't Co. Interests	0	0	0	2	6	12	16	34
Michelin Tire Company	0	1	2	3	3	9	11	11	United States Baking Co.	0	0	0	0	1	2	2	11
Military Plaza Motor Car Co.	0	0	0	0	0	8	11	12	U. S. Post-Office Department	0	0	0	21	27	104	132	298
National Casket Company	0	0	2	10	14	15	19	21	U.S. Steel Corporation Interests	0	0	1	1	2	3	5	12
Province of New Brunswick	0	0	0	0	0	0	20	20	F. G. Vogt & Sons, Inc.	0	0	0	1	2	3	5	12
State of New York	0	0	3	3	3	5	29	37	Wall Street Taxicab Company	0	0	0	0	0	0	14	19
City of New York	0	1	7	11	12	13	13	13	John Wanamaker	0	0	0	0	0	6	27	37
N. Y. Board of Fire Underwriters	0	0	2	6	8	16	20	20	Ward Baking Company	0	0	0	0	0	12	53	76
New York State Railways	0	0	0	0	0	1	5	10	Raphael Weill & Company	0	0	0	0	0	10	10	15
Omaha Taxicab Company	0	0	0	0	6	8	17	17	Westcott Express Company	0	0	0	0	0	0	0	36
Onondaga County, N. Y.	0	0	0	0	1	3	5	10	Western Electric Company	0	0	2	4	5	5	9	15
Oppenheim, Collins & Company	0	0	0	0	20	21	27	27	Western Meat Company	0	0	0	0	0	0	2	11
Pacific Mills	0	0	3	4	4	7	12	14	R. H. White Company	0	0	0	0	0	1	4	14
Frank Parmelee Company	0	0	0	9	9	18	28	28	J. G. White & Co., Inc., Interests	0	1	1	1	1	1	4	16
Peninsula Rapid Transit Co.	0	0	0	0	0	7	8	15	White Bus Line Company	0	0	0	0	0	0	5	14
State of Pennsylvania	0	0	0	0	1	2	5	15	White Taxicab Company	0	0	0	0	0	0	2	11
Philadelphia Electric Company	0	0	0	0	0	0	13	15	White Transit Company	0	1	1	2	6	9	19	29
City of Pittsburgh	0	2	9	14	14	15	15	15	State of Wisconsin	0	0	0	0	0	0	15	15
Prest-o-lite Company	1	1	1	1	2	4	11	13	Woodward & Lothrop, Inc.	0	1	1	3	3	4	7	13
Pullman Taxicab Company	0	0	0	0	10	10	31	31	Yellowstone Park Transport. Co.	0	0	0	0	0	0	106	112
Quaker City Cab Company	0	0	0	0	0	0	75	100	Yosemite National Park Co.	0	0	0	1	7	7	25	27
Edward E. Rieck Company	0	0	0	0	0	0	2	16	Zumstein Taxicab Company	0	0	0	2	2	6	10	20
Riverside Oil Company	0	0	0	0	0	0	0	16									
Riverside Taxi Service Company	0	0	0	0	5	15	15	15									
Rocky Mountain Motors Co.	0	0	2	2	3	3	21	23									
The Rosenbaum Company	1	1	2	11	12	33	39	43									
Thomas J. Ryan	0	0	0	0	0	0	1	14									
City of St. Louis	0	0	0	0	4	6	9	10									
Saks & Company	0	0	0	0	10	10	10	10									
San Bernardino Mount. Auto Line	0	1	3	4	6	6	9	14									

54 191 508 1021 1746 2604 5132 7433

THE WHITE COMPANY

Cleveland

NATIONAL CRISIS BRINGS MOTOR-TRUCKS TO THE FORE

By HARRY WILKIN PERRY

Secretary Commercial Vehicle Committee of the National Automobile Chamber of Commerce

EXTRACT from report of Selective Committee of House of Commons, in "Gordon on Locomotion," London, 1832: "Inquiries have led the Committee to believe that the substitution of inanimate for animal power, in draft on common roads, is one of the most important improvements in the means of internal communication ever introduced. Its practicability they consider to have been fully established; its general adoption will take place more or less rapidly, in proportion as the attention of scientific men shall be drawn by public encouragement to further improvement."

Public encouragement appears to have taken eighty-six years to make itself manifest, and it might have rounded out a full century in the process had it not been for the world-war, so fixt is habit and so conservative human nature. Invention and development of the steam-railroad are responsible, primarily, for the long lapse of public interest in highway locomotion, but indications have not been lacking in recent years that the era of railroad extension has practically been completed in the United States and the older countries of Europe.

It is of peculiar interest that a crisis in the affairs of mankind should bring the subject of mechanical transportation by highway to public attention today just as it did nearly three generations ago. Then it was a near famine in England that caused the subject to be "deemed worthy of three months' close investigation by the highest and most enlightened legislature in the world," as Gordon tells us.

England, he wrote, was "laboring under the pressure of a redundant and starving population," and "the substitution of an inanimate for an animate power, by which an increase of food equivalent to the consumption of sixteen millions of mouths, is a project which bears on its surface, not the interests of a handful of individuals, a class of society, or a branch of trade, but of the whole nation."

What remarkable vision was posset by the author of the little volume printed

in 1832—Alexander Gordon, civil engineer—and his contemporaries! All now in their graves, their names will live in history. Among those whose testimony was taken by the Select Committee were James McAdam and Thomas Telford, fathers of the macadam and telford types of highways, and Goldworthy Gurney, Walter Hancock, and Richard Trevethick, world-pioneers in the invention of the self-propelled road vehicle.

VITAL TRANSPORTATION NEEDS

In the present crisis, forced upon civilization by the Kaiser, the need for more and

ested because development of motor highway transportation promises increased production of farm produce and partial relief from railroad freight and express congestion, permitting the railroads to utilize their facilities better for the long-distance movement of war-supplies, fuel, and grain, and for troop movements.

This is a big promise to fulfil, but concrete examples of what motor-trucks already are doing are the most convincing evidence of what can be done on a broader scale and indicate possible nation-wide results that may be expected from general application of similar methods.

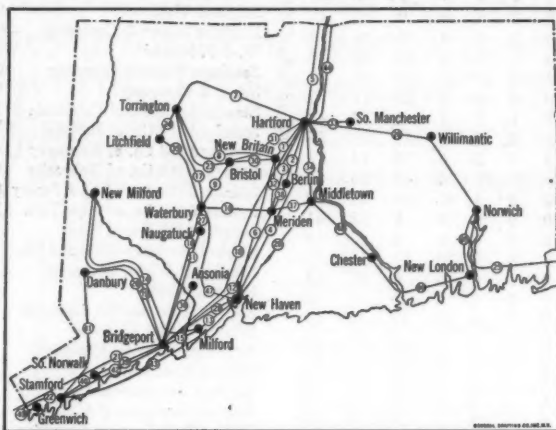


CHART SHOWING FORTY-NINE MOTOR-TRUCK FREIGHT-ROUTES CONNECTING IMPORTANT INDUSTRIAL CENTERS IN CONNECTICUT

On these routes are located fifteen "Return-Load" bureaus—viz., at Bridgeport, Bristol, Danbury, Greenwich, Hartford, Manchester, Meriden, Middletown, New Britain, New Haven, New London, Norwalk, Norwich, Stamford, and Waterbury.

better transportation to supply an abundance of food and other necessities, not only to our own population and army in France, but to the armies and civilian population of our allies in Europe, once more directs attention to "the substitution of inanimate for animal power, in draft on common roads."

The immediate possibilities of railless mechanical transportation are being studied from many angles and are a subject in which various branches of the Federal Government are much interested, including the War, Agricultural, and Post-office departments, the Department of Commerce, the Food Administration, and the Director of Railroads. They are inter-

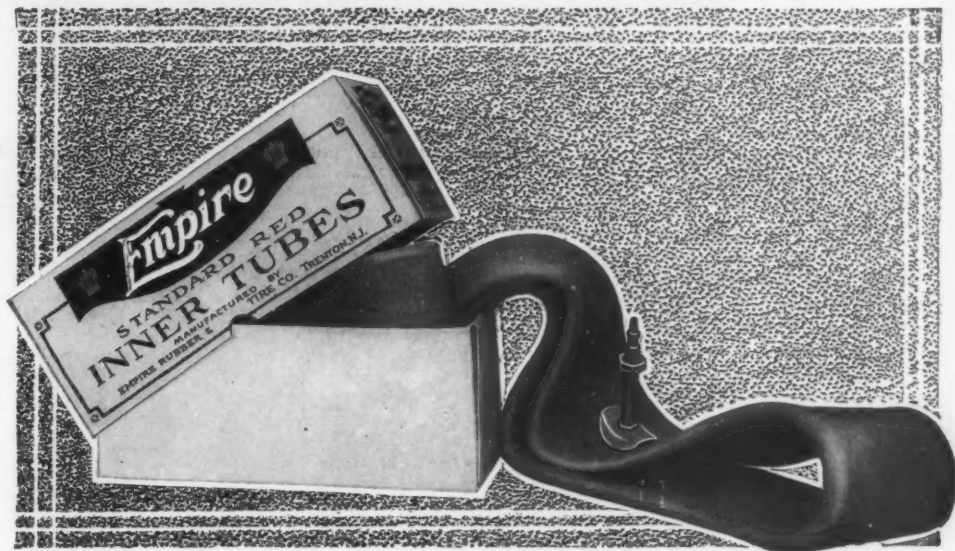
Further along the highway they saw a farmer's wagon standing beside a motor-truck and the farmer handing over cans of milk to the driver in the truck. The farmer had driven half a mile from his farm to the turnpike with eighty gallons of milk in cans, arriving a few minutes before the truck came along. The truck was operated by a man who made a business of hauling milk from the farmers along the route to the city dairy every day. He operated on a regular schedule and the farmer rarely had to wait more than a few minutes for the truck to arrive. By the time the farmer had driven the half-mile back to his barn over the mud road, his eighty gallons of milk were two miles on



CONSERVING RAILWAY FREIGHT-CARS

Motor-truck as well as passenger-automobile manufacturers are delivering their output from factory to dealer by vast "driveways." This fleet of trucks is traversing the Liberty Highway, making a run of 730 miles, eight of the trucks each carrying another chassis to save gasoline and drivers.

Why *Empire Red Tubes* last as long as the average car itself



IV. *The Story of the Tube in the Tool-box*

One of the things that many car owners fail to realize is this:

Keep an ordinary inner tube carefully stowed away in the tool-box, or anywhere else, and it will wear out just about as fast as it would in actual service on the wheel.

"Wear out" is hardly the word for it.

"Die of old age" is more appropriate. For the life of a tube is measured not in distance but in time.

The casing takes the brunt of the wear. That's what it is there for.

The tube gets very little actual wear, or friction. The chief enemy of the ordinary inner tube is Father Time.

What you have to guard against in buying a tube is *premature old age*.

For the fact is, that rubber is a short-lived material. It deteriorates with age.

You've seen rubber bands lose their snap, hot water bottles spring leaks and rubber hose go to pieces.

To make an inner tube that will last, you've got to put into it something that the rubber itself does not naturally have. You've got to give it not mere strength, but vitality.

That is just what is done by the exclusive process used by the Empire Rubber & Tire Co. of Trenton for the past twelve years.

This process, by lengthening the natural life of the rubber, makes tubes that usually *last as long as the average car itself*.

Many of the first Empire Red Tubes, made ten years ago, are still going.

Some have been running continuously, barring periodic punctures and repairs.

Others have been laid away for years, and then put back into the running, as good as new.

Empire has, in short, developed the inner tube to the point where it is a *permanent part of the equipment* of the car, just like the rims.

Get one today, and put it away in your tool-box or under the seat, for emergencies. It won't deteriorate.

Better yet, put it on at once. You'll probably never need another for that wheel.

The Empire Tire Dealer



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Internal Gear Drive
MOTOR TRUCKS
Dependable Delivery

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WHOLESALE AND RETAIL

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the way to the dairy. At another point a farmer and the driver of a truck were loading a pair of lively young calves into the truck. Tied to the neck of each calf was



A MOTOR-TRUCK BANK

Carrying money to our men along the battle-front in France. The truck is pictured as it is just leaving Paris for front-line divisions of the United States Army.

a tag bearing the name and address of a butcher in the city.

Similar incidents may be seen any day on any one of twenty-two rural motor-express lines now operating in Maryland. Fifteen of these operate daily over routes out of Baltimore and five out of Washington. The routes range from ten to forty-seven miles in length. The longer ones are covered once a day and the shorter ones several times. In all, thirty trucks are employed, having a combined carrying capacity of 73½ tons, and traverse 1,574 miles of highway daily.

TRUCKS INCREASE FARM-PRODUCTION

The miscellaneous character of loads hauled by the motor-express lines is shown by the service rendered between Baltimore and Frederick by Lifsey Brothers. "I would say that our express line is of greater advantage to the farmers than to the merchants," said J. J. Lifsey. "From Frederick to Baltimore our loads are composed mostly of farm products—groceries and supplies shipped from Frederick to the country merchants and the farmers direct. Along the road we pick up calves, turkeys, horses, hogs, sheep, cows, potatoes, meal, wheat, corn, apples,

eggs, and practically everything the farmer produces. Our return goods from Baltimore are practically all for the Frederick merchant. We run on the same route every day, leaving on schedule time. By doing this, all the farmers know about what time we are due along the road, and very little time is lost by them on account of having to wait for our trucks. We get the market quotations on all farm-products every day for the following day and go prepared to buy anything they may wish to sell. What is not for sale is tagged for shipment to some commission merchant."

A woman doing her "bit" on a farm at Silver Spring, Md., states the case for the truck express thus: "The truck comes to my place and hauls to any station or city indicated by me within reasonable reach. I ship corn, wheat, potatoes, apples, and milk. Owing to the use of the truck, we can put three times as much produce on



LONG-DISTANCE FREIGHTING BY MOTOR-TRUCK

This five-tonner has just delivered its load of merchandise after a run of a few hours between two great Eastern cities, solving the difficulties of railway freight-congestion.

the market with less labor, in winter and summer. It will be almost impossible for the farmers to continue without the trucks. The truck is really more help to the farmer than any other power employed at the present day. I have been farming for forty-five or fifty years, and this is by far the hardest time to secure labor I have ever experienced. I am now shipping between 900 and 1,000 bushels of wheat. I am sure the farmers will appreciate any help rendered, for it will be utterly impossible to continue farming without the needed help."

COMPENSATES FARM-LABOR SHORTAGE

"The truck has been the greatest labor-saving business proposition we have ever had," said a farmer and dairyman of Rockville, Md. "Without it we would have to stop shipping milk, due to the fact that we wouldn't have labor



FARM PRODUCTS BY MOTOR-TRUCK PARCEL POST

Bringing farms 180 miles distant within daily shipment of the nation's metropolis. Loaded with eggs, butter, honey, and day-old chicks, this 1½-ton truck made the run in ten hours under jurisdiction of the United States Post-office Department.

Lift Corns out with Fingers

A few drops of Freezone loosen corns so they peel off



Apply a few drops of Freezone upon a tender, aching corn or a callus. The soreness stops and shortly the entire corn or callus loosens and can be lifted off without a twinge of pain.

Freezone removes hard corns, soft corns, also corns between the toes and hardened calluses. Freezone does not irritate the surrounding skin. You feel no pain when applying it or afterward.

A small bottle of Freezone costs but a few cents at drug stores anywhere.

The Edward Wesley Co., Cincinnati, O.

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It is not men alone, but men and methods

BUSINESS methods can always be improved. If there are better records for your business, quicker or more accurate ways of handling your work—you want them badly, and of all times, *now*.

Invite us in to go through the plan of your record systems and your filing systems and to give you our ideas of how to bring them down to date.

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That Simplify

Records of that type are "Y and E" records, developed by thirty-eight years of study and experience—years in which we have been making nearly a million system installations, covering every line of business; and to be most intelligently used, records should be kept in "Y and E" files, where they are

protected against disarrangement, and made quickly available for constant use.

Write us about what record-keeping problems confront you? Let us look into the thing and see if we can help you to a solution. There is no charge for our "Y and E" System Planning Service.

Ask us about "Y and E" Systems and Filing Equipment for

Correspondence	Machine Bookkeeping	Employment Records	Purchase Records	Credit Reports
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A splendid book by Fre Henry Chavasse, F.R.C.S., upon the vitally important subject of the management and health of children. Tells all about the baby and his care, describes the symptoms of children's diseases and their treatment, discusses clothing, amusement, exercises, etc. 12mo, Cloth, 316 pp. \$1.00; by mail \$1.12.

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to haul to the railroad, four miles, which necessitates early rising; leaving home at such an early hour, we couldn't get labor to do it. With the motor-truck at our service, we have shorter hours and get more work done. Since the truck has been running the farmers have increased their business, their products being hauled at less expense and less labor."

If food-crops are to be saved there must be more and better transportation and the deficiency in farm-labor must be compensated for by making it possible for the farmer to stay on the farm instead of wasting his time driving long distances to market. This was pointed out in a serio-comic way by a farmer and dairyman of Ashton, Md. "Mr. Barnsby," he said, "runs daily to Washington, hauling about four hundred gallons of milk and cream, bringing back whatever we, as farmers, need; also hauling practically all goods purchased in Washington by local merchants. He also runs another truck to Washington or Baltimore as freight demands. There were days in January when his was the only truck to reach Washington from any distance. You very well know the result of taking efficient railroad employees (by draft) at a time when their services were most needed—a practical tie-up on all the roads; also on the farms by taking our skilled labor—40 per cent. of the corn crop feeding crows at a time when it is vitally necessary."

"If you have to haul your truck to market," said a farmer of Elkridge, Md., "it takes the best man you have on the place and a pair of good horses. Any trucker can raise more than a pair of horses can haul, so to haul it all you would have to keep six or more horses to do what two or three would do (if the farmer did not do his own hauling) and one or two men more. If you haul with trucks, you do not need so many horses or not over half of the men, and you do not have the horses to feed all winter, which is a great saving at the price of corn and hay."

HOW MOTOR EXPRESS HELPS MERCHANTS

Value of motor-express service to small-town merchants was indicated by a druggist of Hancock, Md., who said: "The quick delivery of goods enables us to keep up stock and prevents loss of trade. This is the first winter the service has been tied up for more than a day at a time. If the State road had been opened by snow-plow, or the road rolled, there would have been no tie-up. The service meets a real need for quick transportation. In view of the railroad congestion, business interests are safeguarded and the traveling public accommodated. Unless railroad conditions improve markedly, the business interests of the town will find it essential to have this service extended beyond Hagerstown and made operative between Hancock and Baltimore."



She draws it on a dark-blue stencil—and quickly Mimeographs it. A thousand tracings of a design or diagram ready within a few minutes! Think what that means. Pictures! What an opportunity to put punch into your sales letters, also organization and factory communications! Lots cheaper than blue-prints—and more effective. Typewriting on the same sheet. The Mimeoscope makes the Mimeograph immensely more useful—and important. Let us show you how it will help you. Get booklet "L" today. A. B. Dick Company, Chicago—and New York.

Caution: The Mimeograph, and our supplies for it, are made to work together. Upset that relationship, the work suffers, valuable time and materials are lost, and our responsibility for quality and output ceases.



The Maryland Motor Fast Freight Company operates from Baltimore to Washington, and many merchants in Baltimore make use of it. Among the principal lines of goods hauled are shoes, clothing, dry-goods, collars, notions, millinery, pictures, wholesale groceries, coffee, hams, and drugs. "Under existing conditions the motor-truck service is very helpful to us at times," said a member of a firm of wholesale merchants, "and we believe could be used to advantage not only between Baltimore and Washington, but between Baltimore, Frederick, and Hagerstown, and perhaps Westminster, provided railroad embargoes prevailed against the points mentioned. We have been shipping hosiery and underwear for several months at irregular intervals during the winter, sometimes a full load and at other times various numbers of cases. We are able to ship at times when freight embargoes prevail on the railroad."

BUREAU OF MARKETS INVESTIGATING

These few cases throw light on what the motor-truck, operated on regular routes, means to farmers, merchants, and manufacturers in one small State. There are hundreds of rural, intercity, and suburban express lines operating throughout the country, rendering equally valuable service. Their number should be increased to thousands, and energetic efforts to this end are now being made as a patriotic duty by the Council of National Defense through the Highways Transport Committee.

Thirty agents of the United States Bureau of Markets are now making investigations in various parts of the country to ascertain exact marketing conditions and benefits that would be realized by the establishment of rural motor-express services. Their studies will embrace condition of roads, tonnage of farm-produce, distances to market, rail-shipping facilities, labor shortage, areas of land not now under cultivation because of lack of transportation, and similar data. When made, their reports should form an excellent guide for the establishment of many express routes, the data providing assurance of profitable operation wherever they show favorable conditions.



BRINGING FARM-PRODUCTS TO MARKET

This 3 1/2-ton truck carries the crops raised by an up-to-date farmer to feed the citizens of one of the nation's biggest industrial centers.

TRUCKS IN "FARM-TO-TABLE" SERVICE

One-fifth of farm-labor has been drafted into the Army or has taken up war-work of some kind, according to Mr. J. I. Blakslee, Fourth Assistant Postmaster-General, who has charge of the rural free delivery and parcel-post service. He is intensely interested in the possibilities of increasing food-production through the agency of motor-trucks on rural routes. Only by giving the farmers a visible means of daily transportation to



MORE FOOD MADE AVAILABLE FOR USE

This three-gallon can of cream means \$3.90 gain per day for the farmer. The colored lad brings it down the barn lane, four hundred yards, hooks it on the stake, where the through motor-truck picks it up and whisks it to the city creamery, twenty miles away, at a cost of ten cents. In no other way could this cream be made available at the market or could the farmer get for it \$27.30 per week.

the total length of these three chains is upward of 4,000 miles. The routes range from 50 to 125 miles in length. These "star routes" have been surveyed by the Post-office Department, which has advertised for proposals to operate trucks over them.

A number of such routes are now in very successful operation, making large earnings for the Post-office Department and furnishing needed transportation in what Mr. Blakslee calls the "Farm-to-Table" movement. In a recent talk before a gathering of motor-truck interests in New York he made the following statements:

"A motor-truck can properly collect and deliver mail over one hundred miles of highway within a day of twelve hours; 1,560 such motor-trucks could perform this service twice within each twenty-four hours on the



QUICK TRANSPORTATION FOR TRUCK-GARDENING PRODUCTS
This trucker in the metropolitan district of New York saves time and expense by motor-truck delivery.

156,000 miles of improved roads in the United States.

"The cost of operating would not exceed twenty cents per mile per truck; 1,560 trucks, covering 312,000 miles each day of twenty-four hours, would, therefore, cost \$19,531,200 per annum, this cost being based upon the present price of gasoline and maintenance of equipment.

"The earnings of a fleet of 1,500 motor-trucks operating 200 miles a day, that is, once each way over a distance of 100 miles, would exceed \$70 per truck per day, or \$34,179,600 per annum, this based upon the present rate of postage and the earnings of a few 1 1/2-ton vehicles now in operation in exactly this type of service over the character of roads mentioned.

EARNINGS OF RURAL POST TRUCKS

"The following is a statement of postage, weight, and costs covering a period of six days in the present month (March) on government-owned motor-truck routes:

Route	Postage (1st and 4th class)	Total Weight (lb.)	Main- tenance Cost†
Baltimore-Oxford.....	\$62.37	749 1/2	\$63.00
Baltimore-Mount Airy....	475.73	7,940	54.36
Hagerstown-Mount Airy..	198.35	2,124	74.52
Baltimore-Gettysburg.....	355.67	4,328 1/2	59.04
Lancaster-Gettysburg.....	203.82	1,866 1/2	67.80
Baltimore-Solomon.....	1,120.55	12,427 1/2	127.50
Philadelphia-Oxford.....	645.66*	17,718	145.08

* Fourth class only (parcel post).
† Includes overhead.

"The equipment of the Baltimore-Solomon Island route covers 56,300 miles and earns \$57,240, at an expense of \$7,630 annually. The surplus earnings are indicative of the profitable possibilities in the union of the good road and the motor-vehicle.

"There are more than 10,000 such localities in the United States. A mental calculation of the increase that would be derived from the operation of 10,000 truck routes in similar territory accounts for the unusual interest in this character of transportation evidenced not only within but also outside of the postal establishment.

SUPERIOR SERVICE TO FARMER

"One truck can haul more than three or four farm-wagons. One driver can replace eight farm-producers, who not only cease active work of production, but usually convey produce loads one way only whenever they suspend farm-work to drive a horse-drawn conveyance 12 or 15 miles to town and return.

"We can surely establish motor-truck avenues of communication for a distance of 50 to 100 miles from any market and tap a source of supply that has never heretofore produced to the maximum of capacity.

"Regular daily scheduled motor-truck service will unquestionably stimulate increased production of butter, eggs, poultry, garden-truck, and other commodities in



"With My Two Hands
I Build Them Uniform"

Buoyant Cords Built by Tire Champions

As Told by One of These Master Builders

The Miller Cord Tires are elastic tires and "give and take" as they roll upon the road's rough surface. Their expansive quality absorbs the shocks. Your car glides buoyantly along. You truly *ride on air!*

We 10-year specialists build these tires by hand—from many layers of cord floated in layers of new, live rubber. The cords provide strength, like a giant's tendons. The rubber supplies the tire's elasticity. When inflated, it expands to extra air capacity.

99% Excellent

Like the Miller fabric type of tires, these Cords are Uniform in mileage. Under like conditions, they wear the same. And 99 in 100 outrun expectations. It never seemed possible to build any tires so Uniform, until Miller devised this system of Uniform Builders.

Our pay is not based on the number of Cords we build but on the hours we work and the number of miles that our tires run. Science keeps books on every man of us, and on every tire that each man makes.

If ever one comes back, the man who built it is penalized. So to hold his place in this regiment of champions, the builder's tires must grade 99 per cent excellent.

Geared-to-the-Road

Besides the conventional ribbed-type, we build Miller Cord Tires with the tread that is Geared-to-the-Road. You cannot get it in any other make, for we control this scientific means of engaging the ground. Our cog-like design keeps the wheels from slipping. And that saves tire wear and makes driving safe.

Only Picked Dealers

We can supply only one good dealer in each locality. He is the man to find without delay. If you don't know his name, write to us for directions.

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Makers of
Miller Red and Gray
Inner Tubes, the
Team-Mates of
Uniform Tires

Miller **UNIFORM MILEAGE** **Tires**
GEARED-TO-THE-ROAD

Also Surgeons Grade Rubber Goods—for Homes as well as for Hospitals

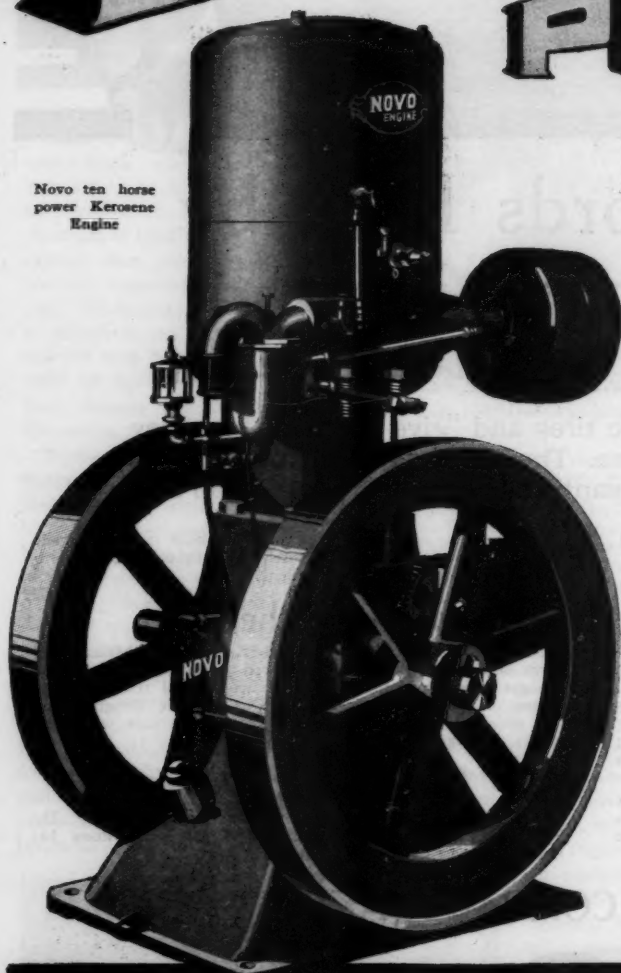
Miller Tire Accessories
are the Life-Savers of
Old Tires and the
"First Aids" to
Injured Ones

(148)

NOVO

STANDARDIZED POWER

Novo ten horse power Kerosene Engine



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The message of Novo has not changed. It is Standardized Power. The mission of Novo has not changed. It is to deliver the most reliable, efficient, and economical power that can be supplied.

But the channels of Novo activity have been broadened and deepened. Great and important work is under way, in many quarters, where quick delivery of compact, portable, easily-operated power units is an imperative need. Novo power has met and is meeting this national need.

This is because NOVO stands for something more than a good engine. It stands, first of all, for service. Service to every man who has a power problem. If you are that man, write to us and we will be glad to offer you the benefit of all our experience—to give you our best advice and help.

If you find Novo Standardized Power is what you have been looking for, our service and co-operation will accompany every Novo Engine or outfit we send you.

Novo Engines are furnished to operate on gasoline, kerosene, or distillate, and meet any need of less than 20 H. P. Novo Outfits include pumps, hoists, air compressors, and saw rigs.

Write us for our free book, "Novo Standardized Power." It will show you what Novo Power will do for you.

NOVO ENGINE CO.
Clarence E. Bement, Vice-Pres. & Gen. Mgr.

736 Porter Street, Lansing, Michigan
Chicago Office: 800 Old Colony Building

Fig. 172—Type DH Double Drum Hoist



Fig. 14129—Type U High Pressure Pumping Outfit



Fig. 276—Imperial Portable Air Compressor Outfit



Fig. 342—Novo Saw Rig

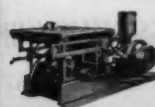
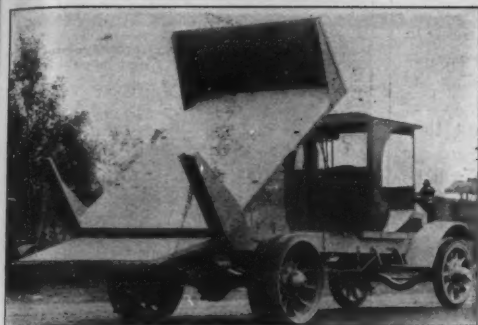


Fig. 336—Diaphragm Pumping Outfit





Modern motor-truck efficiency has reduced the process of unloading as well as loading to the minimum period of time.

quantities that would never pay for transportation in small lots from one producer. But government-owned trucks can be successfully operated on routes from a number of producers at long distances from markets when the combined shipments, coupled with a profitable function of the postal service, are a guaranty of the permanency of the service."

The earnings in the postal service, as given by Mr. Blakslee, should not be taken as an index of possible earnings of privately operated motor-truck lines, as a considerable part of these earnings are due to first-class or letter mail, transportation of which is a government monopoly and which pays a rate of about \$1.50 a pound.

FEDERAL BODIES ADVOCATE TRUCKS

The possibilities of the development of motor-truck operation have only begun to dawn upon the country. On March 15 the Council of National Defense passed the following resolution:

"The Council of National Defense approves the widest possible use of the motor-truck as a transportation agency and requests the State Councils of Defense and other State authorities to take all necessary steps to facilitate such means of transportation, removing any regulations that tend to restrict and discourage such use."

This was called forth by the obviously antagonistic attitude of some of the States toward the increasing use of motor-trucks because they were causing damage to highways which the road authorities lacked the foresight to build of a character to support motor-traffic. Motor-vehicle manufacturers and users have for years been warning highway commissioners and the tax-paying public that the types of construction used on main highways were not suited to automobile and motor-truck traffic, that such traffic was certain to increase rapidly until it predominated, and that true economy demanded the construction of stronger and more durable roads whose higher first cost of construction would be more than offset by the lower cost of maintenance over a period of a few years.

State, county, and township authorities,

however, continued building thousands of miles of water-bound macadam roads even on heavily traveled trunk lines, and when the inevitable happened and the roads went to pieces under the traffic, appeals were made to the legislatures to place unreasonable limitations on the gross weight of motor-trucks and their loads, to exact exorbitant fees for their operation, and otherwise to discourage their use. Such legislative enactments at this time are

particularly unfortunate and against public policy, as they interfere directly with the government movement to increase transportation facilities by transferring as much freight as possible from the railroads to the highways.

At its annual convention in Chicago in April, the Chamber of Commerce of the United States passed resolutions urging the Government to adopt a permanent policy assuring coordination of the rail-

express shipments. These include shipments originating at and consigned to points within the same city and shipments from and to points within twenty-five or fifty miles from cities. It was realized that if all of these could be moved by highway it would release thousands of freight- and express-cars and many locomotives for long-distance haulage, and that when carried by highway the short-haul freight would not enter the railroad yards nor pass through the freight-houses, but would be delivered directly to consignees.

As a partial solution of this problem the "return-load" movement was initiated. It was started by the Connecticut State Council of Defense on lines similar to the system originated in England, where it is in operation in Manchester, Liverpool, Leeds, and other industrial cities. The object of the plan is to insure that motor-trucks running between cities shall have full loads in both directions instead of returning empty after delivering a load for the shipper, as has been common practise. Truck-operators are glad to secure return

loads, because money is earned in both directions on the trip, and if the truck is owned by a private concern the cost of making its own deliveries is reduced. It is a benefit also to the shipper who wants to make a prompt delivery in a neighboring city and is confronted with a railroad embargo, or probability that if shipped by rail the goods will be en route several days, or even a week or two.

BRING SHIPPER AND TRUCK-OWNER TOGETHER

Some means of bringing the truck-owners and the shippers together was needed. So the Connecticut State Council of Defense induced the Chambers of Commerce or the War Bureaus in fifteen cities in the State to establish "Return-load Bureaus" for the purpose. Each bureau compiled a card-index list of truck-operators in its city who make regular or occasional trips to other cities, number of trucks owned, capacity of the trucks, and the routes covered. On another index is a



FLOUR FROM MILL TO CONSUMER BY MOTOR-TRUCK

The tractor prepares and seeds the crop, threshes the grain; the motor-truck carries the grain to be milled, transports it when ground, delivers it when baked into bread.

roads, waterways, and highways for traffic service; to complete highways for heavy traffic where they can be useful in relieving railroad congestion, and pointing out that vigorous prosecution of the war makes it imperative that the highways, as well as the railroads and waterways, be used to move freight. In an address at the convention F. A. Seiberling, a director of the Chamber, said:

"The 400,000 motor-trucks now in service in the country have sounded the death-knell of the short-line railroad. Within a range of 50 to 100 miles the motor-truck competes on better than even terms with the railroad, and all that is needed to widen this zone is the building of hard-surfaced highways capable of carrying ten-ton trucks at a speed in excess of twenty miles an hour."

RETURN-LOAD SYSTEM INTRODUCED

One of the principal causes of rail and terminal congestion is the large volume of small short-haul freight and



THE MOTOR-TRUCK AS A "DOUGH-WAGON"

This 3½-ton truck carries a complete bread-making machine, for army service, delivering dough in loaves ready to put in the oven.

list of manufacturers and merchants who make shipments to other cities within the State. The Return-load Bureau is listed in the telephone directory. It is a simple matter, upon receiving an inquiry by telephone or mail, to put truck-owner and shipper in touch with each other, allowing them to agree between themselves upon terms for service, responsibility, etc.

INTERCITY HAULAGE BY TRUCKS

Motor-truck freight and express service is not confined to short hauls. It was found upon investigation in Connecticut that trucks were operating in intercity work over fifty regular routes. Regular daily service is in operation between Boston and New York, New York and Philadelphia, and Philadelphia and Baltimore; also in many other sections of the country. Present conditions are favorable to operation of such long-distance lines, but doubt has been expressed whether return to normal railroad conditions after the war will not make them unprofitable. Developments are already occurring, however, which forecast a probable wide extension of a plan whereby eventually all large cities in the country will be linked up by responsible trucking companies having reciprocal relations, such as the railroads and national express companies have had for many years.

RELIEF OF TERMINAL CONGESTION

Freight-houses, piers, and warehouses in the Atlantic ports and as far inland as Pittsburg are jammed with miscellaneous freight, due to the tremendous increase of export shipments to Europe. This presents a serious problem and has been the subject of study by Government, State, and local officials. At the direction of the Director of Railroads, James S. Harlan, of the Interstate Commerce Commission, spent several weeks investigating the situation in New York City in connection with the proposal of the Highways Transport Committee to establish "store-door delivery."

Early in April Mr. Harlan rendered a report to Mr. McAdoo, in which he recommended a definite plan whereby incoming freight will be deposited in a numbered

section of the freight-house or pier corresponding to one of ten numbered zones in the city. Truckmen from the respective zones will then at once begin loading the freight from the various sections, taking goods of different consignees until they have a full load. A schedule of regular charges for delivery in each zone will be established. Direction of the system will be in the hands of a draying commissioner to be appointed for the city, but any draying or trucking company or individual will be permitted to engage in the work, as heretofore.

Advantages of this plan are numerous. Instead of the railroad notifying consignees by mail of the receipt of goods and waiting for the consignee to send a truck to get the shipment, resulting in a delay of at least twenty-four hours, and often several days, the goods will be taken out of the freight-house at once and delivered to the consignee by any truck hauling to his zone. Separating freight by zones will greatly facilitate locating shipments in the freight-house or pier and will reduce the length of haul by the trucks. Each truck will haul a full load, and waiting time of the trucks will be reduced.

EFFICIENCY AND ECONOMY EFFECTED

It is estimated that a saving of 50 per cent. in delivery cost will be effected by this system, that the truckmen will earn larger profits, that the trucks will operate at greater efficiency, and that prompt removal of freight will so relieve congestion that existing freight-houses and piers will suffice to care for all business.

The recommendations do not apply to out-bound freight, and in that respect are not as comprehensive as the system in effect in Toronto, Canada, and generally throughout England and France, where store-door delivery has been in vogue for many years. There is nothing new or radical in the idea of direct delivery to consignee. It has been a part of the regular service of the national express companies from time out of mind.

Under present chaotic conditions, trucks and drays stand for hours waiting for a



BEATING THE HUN WITH THE MOTOR-TRUCK

Army transport on the present vast scale could not be accomplished within the necessary limits of time without great fleets of army trucks like this.

chance to load or unload at piers and freight-houses. For this reason homes are used almost exclusively for such work in New York, as it is considered that long delays to teams are less expensive than to motor-trucks, which represent a larger investment. When this waiting is eliminated under the proposed system, the field will offer greater opportunity for profitable operation of motor-trucks, especially to the zones lying most distant from the terminals.

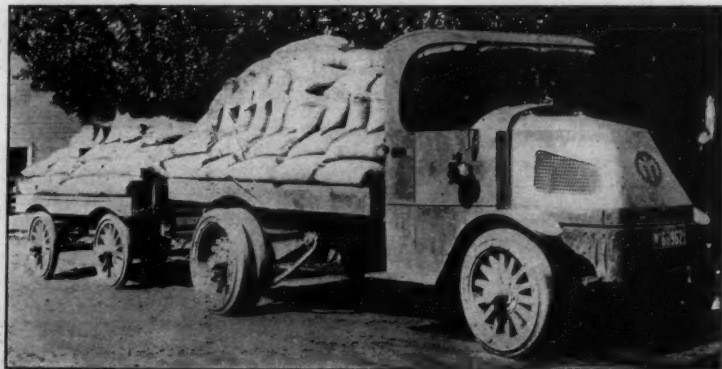
NATIONAL GROWTH OF MOTOR-TRUCKING

Heretofore motor-trucks have been bought and operated principally by private interests, such as merchants and manufacturers, and the development was remarkably slow up to 1914, when increased industrial activity made quicker transportation service essential. From the present time, however, it may confidently be expected that motor-trucks will be operated more and more in public service—by the Post-office within cities and on rural routes, by haulage companies in intercity express service, and by the railroads (or under control of the Director of Railroads) in the collection and delivery of freight and express shipments.

The public encouragement referred to by Alexander Gordon in his book in 1892 has finally developed under the pressure of war-conditions. Advantages and possibilities of mechanical transportation are becoming recognized in governmental places, and a tremendous growth in haulage by highway is gaining headway. In the network of highways throughout the country and in the great productive capacity of the motor-truck factories the United States possesses a means of transportation susceptible of expansion to meet the growing needs of agriculture, commerce, and manufacturing.

Motor-truck and motor-bus lines, acting as feeders to the railroads, will make construction of branch railroads unnecessary, and the transfer of short-haul work to the highways will result in greater efficiency of the steam roads in long-haul service.

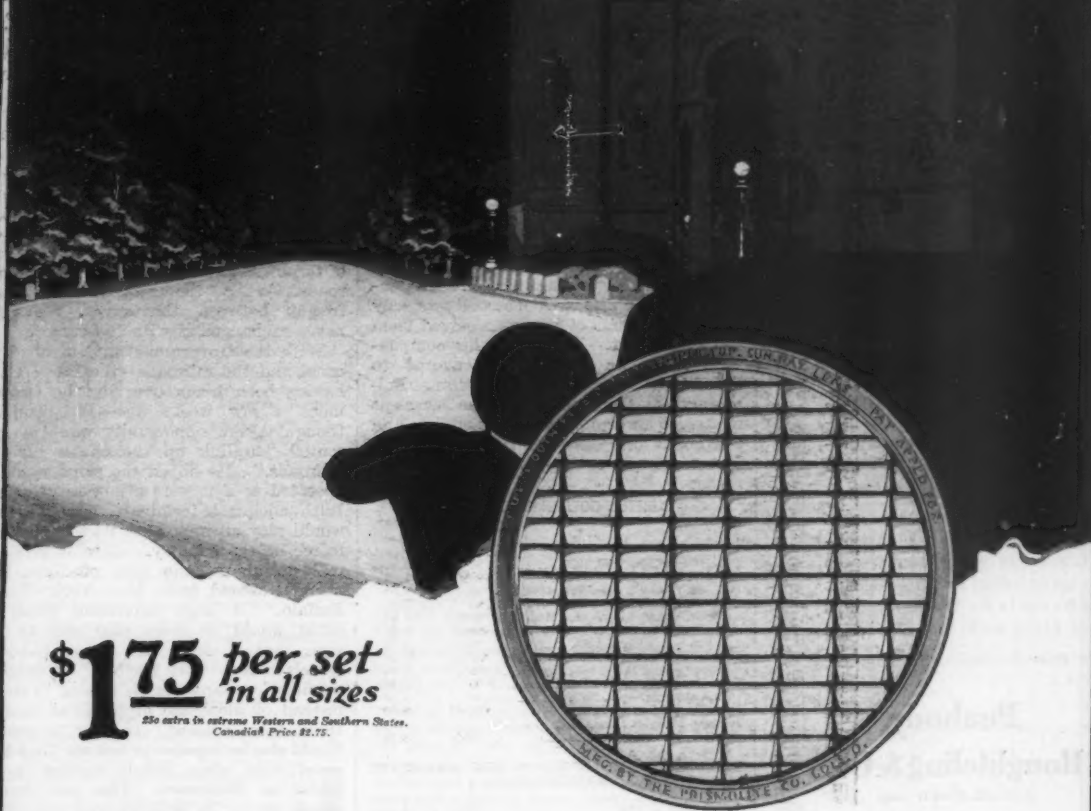
The big, national motor-truck era is just beginning.



TRANSPORTING THE NATION'S WHEAT

An 18,870-pound load of grain being moved by motor-truck and trailer.

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in all sizes

25c extra in extreme Western and Southern States.
Canadian Price \$2.75.

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within 42 inches of the ground—and complies with the legal requirements of every State in the Union.

It gives you all the advantages of other lenses, with something more—*Economy*.

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INVESTMENTS -AND- FINANCE

FOREIGN BONDS AND HIGH-GRADE RAILROAD BONDS, WITH THE YIELD OF EACH AT CURRENT PRICES

F. M. VAN WICKLEN recently contributed to *The Magazine of Wall Street* a compilation of active listed bonds, foreign, railroad, and industrial, and classified them as to grades, showing current prices and percentages of yield. His purpose was to arrange them in the order of their desirability as investments, based upon a combination of two factors—security of principal and income return. In many cases he found it difficult to determine whether some particular bond should be rated above or below another one, inasmuch as an investor who had uppermost in mind security of principal would differ as to classification with another investor who was concerned primarily with the amount of income received from the investment. In making his compilation, Mr. Van Wicklen endeavored to balance the two kinds of investors. Following is his compilation, in so far as it relates to foreign government bonds and the bonds of railroads that are legal for investments by saving-banks in New York State:

FOREIGN GOVERNMENT BONDS

	Approximate Price	Yield Per Cent.
French Govt. 5 1/2%, April, 1919.....	96	10.85%
U. K. Gt. Brit. & I. 5 1/2%, Feb., 1919.....	98 1/2	7.55
U. K. Gt. Brit. & I. 5 1/2%, Nov., 1919.....	96 1/2	8.00
U. K. Gt. Brit. & I. 5 1/2%, Nov., 1921.....	93	7.85
U. K. Gt. Brit. & I. 5%, Sept., 1918.....	99 1/2	8.50
Anglo-French 5%, Oct. 15, 1920.....	90 1/2	9.65
Am. For. Sec. 5%, Aug., 1919.....	93 1/2	9.15
French Cities 6%, Nov., 1919.....	87 1/2	15.50
Paris 6%, Oct. 15, 1921.....	84 1/2	11.05
Dom. Canada 5%, April, 1921.....	95	7.10
Dom. Canada 5%, April, 1926.....	93	6.20
Dom. Canada 4 1/2%, April, 1931.....	91 1/2	6.00
Japanese 2d Series, Germ. Stpd. 4 1/2%, 1925 (par value \$974).....	78 1/2	8.75

RAILROAD BONDS LEGAL FOR NEW YORK STATE SAVINGS-BANKS

First Grade		
So. Pac. Ref. 4%, 1955.....	78 1/2	5.35%
C. Burl. & Q., Ill. 3 1/2%, 1949.....	74 1/2	5.15
Lon. & Nash. United 4%, 1940.....	83 1/2	5.15
At. Coast Line Cons. 4%, 1952.....	81 1/2	5.15
Nor. Pacific p. l. 4%, 1957.....	81	4.95
Union Pacific 1st 4%, 1947.....	87	4.85
C. & North West. Gen. 4%, 1987.....	80	5.05
N. Y. Cent. 1st 3 1/2%, 1997.....	70 1/2	5.00
Atch. T. & S. Fe Gen. 4%, 1986.....	81 1/2	4.05
Pennsylvania Gen. 4 1/2%, 1985.....	89	5.10
Union Pacific Ref. 4%, 2008.....	79 1/2	5.00
Lake Shore 1st 3 1/2%, 1997.....	71	4.95
Nor. & West. Cons. 4%, 1996.....	82 1/2	4.90
Pennsylvania Consol. 4 1/2%, 1990.....	90 1/2	4.70
C. Burl. & Q. Gen. 4%, 1955.....	85	5.00
Illinois Cent. Ref. 4%, 1955.....	83	5.25
M. St. P. & S. S. Marie Cons. 4%, 1938.....	85	5.20
Nor. Pacific Gen. 3 1/2%, 1925.....	87 1/2	5.55
Balt. & Ohio 4 1/2%, 1948.....	76 1/2	5.60
Nor. Pacific Gen. 3 1/2%, 2047.....	87	5.30
Gt. Northern 4 1/2%, 1961.....	87	5.00
C. M. & St. Paul Gen. 4 1/2%, 1989.....	81 1/2	5.09

Second Grade		
C. M. & St. Paul Conv. 4 1/2%, 1932.....	74	7.60%
Balt. & Ohio Conv. 4 1/2%, 1935.....	73 1/2	6.70
C. M. & St. Paul Ref. 4 1/2%, 2014.....	79 1/2	6.70
C. M. & St. Paul Conv. 5%, 2014.....	76 1/2	6.60
Balt. & Ohio Ref. 4 1/2%, 1935.....	80	6.25
N. Y. Cent. Ref. 4 1/2%, 2013.....	83	5.40

WITH THE NEW BARGE CANAL OPENED

With the putting into operation in the third week of May of the Barge Canal of New York State, interest attached to a statement made recently by the general manager of the canal, G. A. Tomlinson. He insisted that it was vital to business men to cooperate in making the canal a success. He could run boats up and down this highway, but the vital thing was, "What are the business men going to do about it?" In case shippers did not use the canal whenever possible, it would be of little use.

At the present time the State had 165 barges. These were barges which had been used on the old canal, and were taken over in order that the management might begin immediate operations. Thirty tugs had been purchased for the purpose of towing the barges. With the canal in operation it would be possible to ship large quantities of grain by boat direct from Duluth and other lake ports to the seaboard. Contracts for seventy-five steel and concrete barges would be let at once.

Calvin Tomkins, who was formerly Dock Commissioner for New York, said about that time that the canal would constitute "an immense asset in transportation, if it was properly organized." The old Erie Canal had suffered from lack of terminals and reciprocity with the railroads. While the railroads exchanged freight between themselves, they had never exchanged it with the canals.

With the Government in control of the canal and the railroads—the Barge Canal having been taken over by the Government a few weeks ago—Mr. Tomkins thought a new opportunity would be presented "to link up the canals and the railroads." He hoped the canal would be operated as if it were a new railroad line. With adequate terminals, he believed it would play an important part in the commerce of the country. Once it gets into real usefulness, the port of New York would "extend from New York City to Buffalo." A large movement along the canal would be from ship side to ship side; that is, from the Great Lakes to vessels in New York Harbor. It would be possible for many vessels to load in stream instead of alongside of piers, as most of them do at present. In time to come it would also be possible to link the New York canal with other canals running as far south as Baltimore. The new barges, which are to be built at once, will be 150 feet long, 20 to 21 feet beam, have a loaded depth of about 12 feet, and be constructed of both steel and concrete, the concrete being used as an experiment. In case concrete should prove satisfactory, it is probable that in the future concrete only will be used. Boats built later will probably be self-propelled.

Gen. W. Witherspoon, State Superintendent of Public Works, in a statement made about the same time said that a very important feature of the canal would be its ability to transport a large portion of the coal, both anthracite and bituminous, now consumed in this State. Pennsylvania being the greatest coal-producing State in the country, and bordering New York on the south, with its mines in close proximity to the dense population and intense industrial activity in New York, it was natural that Pennsylvania coal should be consumed in New York in great volume. Out of a total of 157,955,137 tons of bituminous coal produced in Pennsylvania in 1915, over 14,000,000 tons were shipped into New York State. Pennsylvania produced 88,995,061 tons of anthracite in 1915, of which over 20,000,000 tons were shipped into New York. This tonnage has been moved entirely by rail, but now, with the completion of the improved canal, another route and means of distribution are provided.

The canal system extends from Buffalo on the west to the Hudson on the east.

Oil Tests

Their relation to Correct Motor-Truck Lubrication

This important 8-minute talk is based on the 50 years' world-wide experience of the Vacuum Oil Company

EVERY owner of motor-trucks or automobiles will be interested in these facts:

Several years ago a prominent engineer invented a machine to determine the comparative efficiency of lubricating oils. But one day it was found that crude kerosene oil, by this machine's test, was the best lubricant.

That ridiculous result will indicate the difficulties which science has always met in trying to judge an oil's efficiency by anything but the practical tests of service.

Nevertheless, during manufacture, certain scientific tests are essential. For example: Each batch of Gargoyl Mobiloils is put through at least 35 separate and distinct tests. These tests are *not* aimed to get at the lubricating efficiency of the oil. That can only be determined by the test of service. The scientific laboratory tests simply make sure that the oil is running uniform. Below we outline briefly a few of the tests used for this purpose.

VISCOSITY TEST



Viscosity is simply the technical name for what is popularly called "body."

But this fact must be borne in mind: Two oils which will show the same viscosity at one temperature will often decidedly differ in viscosity at higher or lower temperatures.

The viscosity of Gargoyl Lubricants is tested at three different temperatures—104°—140° and 210° F.

In this test the oil is put into a tube surrounded by water or steam which is kept at the test temperature. When the oil reaches the predetermined temperature, a plug in the bottom of the tube is removed. This opens a small standardized tube. The oil is then allowed to flow out of this opening into a glass receptacle of known capacity.

The time in seconds required by the oil to fill the container beneath, up to the standard graduation mark, is the measure of the oil's viscosity.

Gargoyl Lubricants all go through the viscosity test, but the viscosity test alone cannot determine the efficiency of an oil. Gargoyl Lubricants possess individual characteristics as lubricants.

GRAVITY TEST

In this test a weighted bulb with a graduated spindle (hydrometer) is dropped into a tube of oil. The hydrometer floats. But its bottom sinks to a certain depth—depending on the oil's gravity. The gravity is determined by the depth to which the hydrometer sinks, as shown by the markings on the spindle with the oil at 60° F.

This test is simply used to determine whether or not uniform weight per gallon is being maintained. It is constantly used in manufacturing Gargoyl Lubricants.



FLASH AND FIRE TESTS



The flash test is the lowest temperature at which the vapor from an oil will ignite but not continue to burn. If the flash test is too low, the oil will evaporate from the cylinder walls and bearings when the normal engine heat develops. This would leave the friction surfaces without lubrication.

Gargoyl Lubricants always undergo this flash test.

The fire test is made with the apparatus used in the flash test. The fire test is the temperature at which the ignited vapor from an oil will continue to burn.

This is another check used in manufacturing Gargoyl Lubricants to insure uniformity.

But it should be remembered that the flash and fire tests alone cannot determine an oil's lubricating efficiency.

In buying Gargoyl Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyl on the container. If the dealer has not the grade specified for your car, he can easily secure it for you.

IMPURITY AND WATER TEST

Crude oil comes from the ground. It is liable to contain traces of salt, mud, sand, water and other foreign substances held in suspension.

The crude oil which is subjected to this test is mixed half and half with gasoline and poured into a graduated glass sedimentation jar. The jar is then put into a centrifuge and whirled.



During the whirling process the bottom of the jar is thrown outward. The water and foreign substances are forced into the small, graduated end of the jar. The organic foreign substances form a layer between the water and the oil, the sand sinking to the bottom.

The graduated scale indicates the percentage of water and of foreign substances in the sample under examination.

THE foregoing are, of course, but a few of the 35 separate and distinct tests which are used in the manufacture of Gargoyl Mobiloils. To describe all of these tests in this space would be impossible.

But we have tried to make plain the great difference in efficiency which may exist between oils which look alike, feel alike and test alike. To cope with this puzzling condition, the Vacuum Oil Company has for years maintained thoroughly equipped laboratories and engineering departments in many parts of the world.

In recommending a Gargoyl Lubricant for a given purpose, we first analyze the operating conditions to be met, then specify the lubricant which is known from practical experience to meet the conditions most efficiently.

With Gargoyl Mobiloils this situation is met by a Chart of Recommendations which is shown in part on this page. The oils specified for the various cars on this Chart are determined annually by a careful engineering analysis of each model and make of car.

The recommendations are based on 50 years of practical experience in lubrication. The formulae and methods used in manufacturing these oils are based on almost numberless practical tests.

You may safely feel that the oil specified for your car in this Chart will insure—Greater power. Less friction. Less carbon. Lower consumption of gasoline. Less consumption of lubricating oil. Longer life of your car.



Mobiloils

A grade for each type of motor

VACUUM OIL COMPANY, New York, N. Y., U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

Domestic Branches: Detroit Chicago New York Indianapolis Philadelphia Minneapolis Kansas City, Kan. Boston Des Moines

Correct Lubrication for Motor-Trucks and Automobiles

Explanation—The four grades of Gargoyl Mobiloils, for engine lubrication, purified to remove free carbon, are:

Gargoyl Mobiloil "A"
Gargoyl Mobiloil "B"
Gargoyl Mobiloil "E"
Gargoyl Mobiloil "Arctic"

In the Chart below, the letter opposite the car indicates the grade of Gargoyl Mobiloil that should be used. For example, "A," means Gargoyl Mobiloil "A," "Arc," means Gargoyl Mobiloil "Arctic," etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

This Chart is compiled by the Vacuum Oil Company's Board of Engineers and represents our professional advice on Correct Motor-Truck and Automobile Lubrication.

AUTOMOBILES	1916		1917		1918		1919		1920	
	A	W	A	W	A	W	A	W	A	W
Abbott	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Abbott-Dumont	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Alfa	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
American	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
American	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (6-24-36-39)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (6-24-36) (Cont'd.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Auburn	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Bentley	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Cailliet	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Chalmers	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Chrysler	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8-30)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Chevrolet	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Cole	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Cammie	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Cincinnati	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Dart	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Mod. C)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (2-24-36)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Detroit	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Dodge Brothers	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Dodge	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Empire (4 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Federal	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Mod. 5-3)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" Special	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Ford	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Ford E	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Franklin	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Grant	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Hal-Twelve	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Haynes	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Hollier (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Hudson	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Super Six)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Hupmobile	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Jackson	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Jordan	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Kelly Springfield	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
King	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Conv.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Knight	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Knight (4 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Mod. 4)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Lambert	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Liberty (Detroit)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Lippard Stewart	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Mod. 5)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Mod. MW)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Locomobile	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
McPherson	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Madison	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Marmat	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Marmon	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
McAlister	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Moline-Knight	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Oakes	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Olin	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Olshausen	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Overland	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Mod. Mag.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Packard	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Conv.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Pais	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (6-36-39)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8-36)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Pontiac	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Pontiac	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Pierce	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Pierce Arrow	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (Conv.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Premier	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Rennett (French)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Saxon	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (10 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Sebring-Knight	B	A	A	B	B	A	B	B	A	B
" (8 cyl.)	A	Arc	Arc	A	A	Arc	A	A	Arc	A
Stearns	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (8 cyl.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (10-12-16-20)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Stinson	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (16 valve)	B	A	A	B	B	A	B	B	A	B
Willys-Six	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc



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To the north, it reaches Lake Ontario at Oswego, and the St. Lawrence River through the Champlain Division, Lake Champlain, and connecting Canadian waterways. Near the exact center of the State, the Erie, or main east and west channel, makes connection with the Cayuga and Seneca Division. This section runs southward connecting Lakes Cayuga and Seneca. Watkins, on Seneca Lake, and Ithaca, on Cayuga Lake, are the two terminals of the canal system nearest the bituminous and anthracite coal-fields of Pennsylvania. A rail haul of less than thirty miles from the New York-Pennsylvania State line makes connection with the canal system at points about equidistant from its western, northern, and eastern termini. To all that section of the State between Buffalo on the west, Oswego on the north, and Albany on the east, on the line of the canal, the average water haul is 165 miles from Watkins and 143.4 miles from Ithaca.

General Wotherspoon said further in his statement that a utilization of the canal for the transportation of anthracite and bituminous coal to the extent possible would result in a conservation of over 18,000 cars monthly. The equipment thus conserved might transport 900,000 tons of coal per month to other territories not accessible via water routes. During the seven months' season of navigation, the conservation of so large a number of cars would augment the railroad facilities to an extent greater than the demand for the distribution of these 20,000,000 tons which the Fuel Administrator has stated could not be transported on account of the car shortage to territories where sorely needed.

The completion of this great State enterprise has given fresh interest to certain historical data concerning the original Erie Canal, for which the Barge Canal is in part an enlargement. The idea of building the canal was suggested as early as 1785 by George Washington during a tour of the Mohawk Valley after the Revolution. A survey of the route, however, was not made until 1808, and it was not until after the War of 1812, when DeWitt Clinton became Governor, that the digging of the famous ditch was actually undertaken.

When Director-General McAdoo of the federalized and unified American railroad system announced that the Government had taken over the Barge Canal he declared that the purpose of the Government was not to utilize it in competition with the railroads, but so to employ it that it could cooperate with and be made supplementary to the railroads, not only in New York, but in the entire country in so far as it could be of such service. "Holland," a veteran newspaper writer, commenting on this decision in *The Wall Street Journal*, wondered: "What would have been said had it been predicted in 1825 that the Erie Canal, after the railroads began to operate across New York State, would in time to come be so utilized as to supplement or cooperate with the railroads in the transportation of freight?" He believed that a proposition of that kind "would have doomed to defeat any citizen seeking public office who made it, or any party that supported it."

It was the established principle of the State for many years thereafter to maintain the Erie Canal "so that a restraining hand could in this way be placed upon what was expected to be the monopolistic management of New York State railroads." Competition of this kind, however, was not in the mind of DeWitt Clinton and those who were associated with him in the agitation for the construction

of the canal, for the simple reason that it was not until two or three years after the canal was completed that an English inventor, George Stephenson, built a locomotive which could first economically and successfully haul coaches over rails. Nevertheless, the construction of the Erie Canal very soon created competition. Baltimore at that early day had already obtained great prestige as a commercial port, and its leading merchants became fearful lest the canal should give to New York City commercial advantage at the expense of Baltimore. Baltimore therefore started a movement having for its purpose the construction of a railroad stretching westerly from Baltimore over the Blue Ridge Mountains to a convenient point on the Ohio River. Baltimore with this railroad could, it was believed, snap its fingers at New York and the Erie Canal.

Accordingly, the road was built, but New York saw the necessity for imitating Baltimore's example by authorizing the construction of a railroad of its own from Dunkirk on Lake Erie to Piermont, a point on the Hudson River opposite Tarrytown. That enterprise was the present Erie Railroad. "Holland" then relates the subsequent rivalries between the canal and the railroads as follows:

"Some years later Commodore Vanderbilt perfected the first great unification of railroads that was accomplished in the United States up to that time. This unification was known as the New York Central & Hudson River Railroad. The line ran parallel with the Erie Canal and it was thought inevitable that, were it not for this canal, the Commodore's railroad system would have secured complete monopoly of transportation across New York State. The canal, it was hoped, would serve as an adequate restraining force to prevent an establishment of a monopoly at that time.

"Intense competition did arise, but not in the form which it was expected it would assume. It was the competition due to the ability of the railroads through economic handling of freight and long and unbroken hauls to and from the West, and through the great volume of business thereby obtained, so to reduce the cost of transportation as to make it impossible for canal-boats to be operated at a like or lower cost. This was not cut-throat competition. It was legitimate, for both the railroads and the people prospered by reason of it.

"Therefore, the people of the State of New York decided that the Erie Canal should be so enlarged as to make it possible to operate barges driven by steam. Still the idea of restraining the railroads possess the people and they, therefore, authorized great improvements in the canal. These, however, were of no avail, but it began to be perceived that an incorrect view had been taken, and those who succeeded Commodore Vanderbilt in the management of the New York Central were among the first to take that view. They were persuaded that the canal could be best employed in the interest of the people, in the interest of the canal itself, and also in the interest of the railroad, if it were so operated that it could establish cooperation with the railroad and eliminate competition. That view was taken in some parts of the West, where canals were built before railroad construction had been perfected upon any large scale. That is the view which is taken now by those who advocate the improvement of the Mississippi River. It is seen that waterway navigation properly handled can supplement and cooperate with the railroads in the handling of transportation.

"Nevertheless, the people of New York authorized the rebuilding a few years ago of the Erie Canal, so that it would be

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INSPECTING, TESTING AND CHEMICAL
ENGINEERS AND CHEMISTS
SAN FRANCISCO

LABORATORY
No. 44995-96-97-98

Date December 31, 1917

Sample Wood Blocks

Received December 5, 1917

Marked As below

Submitted by CALIFORNIA REDWOOD ASSOCIATION,
715 New Hall Bldg.,
San Francisco.

—O—

FIRE TEST

In accordance with your instructions of December 5th, 1917, the four(4) specimens of wood block submitted were set up in tin, according to the specifications of the Underwriters Laboratories, Form of 1908, and imbedded in a brick wall with both sides exposed. The flame from a gas torch was applied for a period of ten minutes. The temperature of the metal heated varied from 1180° to 1800°F. At this heat, flame issued from the joints of the metal covering, and continued after the torch was removed, as follows:

Lab. No.	Mark	Time
44995	Redwood	5 seconds
44996		20 "
44997		30 "
44998		1 minute

The covering was not removed by us.

Respectfully submitted,
Smith, Emery & Co.
CHEMISTS & CEMENT

This test proves—

This careful laboratory test simply proves scientifically the fact already established through long experience under most trying conditions—California Redwood possesses almost unbelievable resistance to fire.

In this particular case it shows Redwood to have from four to twelve times the fire resistance of the other woods most used for fire-door cores.

For slow-burning construction, for fire-door cores, fire shutters, fire walls and elevator shafts, Redwood stands first among all woods.

Write for "The Test by Fire," "California Redwood for the Engineer," "Specialty Uses of Redwood," "Redwood Block Paving and Flooring" and other free literature.

CALIFORNIA REDWOOD ASSOCIATION

714 Call Building, San Francisco

California Redwood

Resists fire and rot

"flame . . . continued after the torch was removed, as follows:

Redwood, 5 seconds

Second wood, 20 seconds

Third wood, 30 seconds

Fourth wood, 1 minute"

The "Exide"

GIANT DOMINATES



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capable of floating steam-driven barges, with a carrying capacity each of from 800 to 1,000 tons of merchandise. Still the idea prevailed that if a canal were improved in this way, even tho it cost over \$100,000,000 (which it did), it would serve to regulate and restrain the railroads of the State. Some of the greater or abler men, however, were of the opinion, which they dared to confess only in private, that a great barge canal of this kind could best serve the interests of the people, as well as its own and that of the railroad, if it acted in cooperation with and in as great measure as possible as an auxiliary of the railroads. Not, however, until the Director-General of Railroads decided to take over this barge canal was there public announcement that it is the better part to operate the canal not as a competitor, but as an auxiliary of the same railroads. And, perhaps, there is no more suggestive incident associated with the establishment recently of the modern principle of co-operation than this announcement of Director-General McAdoo."

APRIL'S LARGEST BANK-CLEARINGS

Among the causes cited by *Bradstreet's* for the unprecedentedly large bank-clearings in April are "unusual business incident to the war, high prices for commodities, and the fact that the Government is now spending over \$41,000,000 a day." The total payments in April aggregated \$26,232,002,486 and were the seventh largest total ever reported. They showed an increase of 1.5 per cent. over March and a gain of 5.7 per cent. over April, 1917. The sum given was the largest ever registered for the fourth month of the year. While the grand total was striking enough in itself, it was the showing outside of New York that called, in *Bradstreet's* opinion, for most attention. Payments for the whole country, those at the metropolis excluded, amounted to \$12,138,495,540, which sum, while being next to the largest on record for the country exclusive of the metropolis, also displayed an advance of 1.2 per cent. over March and 19.5 per cent. over April, 1917. Obviously, as the writer says, "the crop-growing regions, the munition centers, the ship-building industries, and the laboring classes must be doing well." The fact that 17,000,000 individuals, or possibly 20,000,000, subscribed to the Third Liberty Loan "not only clearly reveals the existence of patriotism, but it likewise shows that the populace has the ability to invest."

At the same time it was patent that at speculative centers "such movements as the launching of new enterprises, fresh capital issues, operations on the stock market, flotations of municipal bonds—in a word, fiscal affairs other than those having to do with the Liberty Loan—were extraordinarily light." Payments at New York during April aggregated \$14,093,506,946, a gain of 1.8 per cent. over March, but a loss of 3.8 per cent. from April, 1917. Following are the aggregates given by *Bradstreet's* of clearings monthly at all cities, compared with the like periods in four preceding years:

[Six figures omitted]					
	1918	1917	1916	1915	1914
January.....	\$26,275	\$25,434	\$19,994	\$13,429	\$16,100
February.....	22,035	21,471	18,159	11,865	12,770
March.....	25,841	24,582	20,598	13,790	14,148
1st quarter...	\$74,151	\$71,487	\$58,751	\$39,084	\$43,018
April.....	\$26,233	\$24,821	\$19,233	\$14,963	\$14,791
May.....	26,120	20,547	14,574	13,061	
June.....	26,543	20,512	14,064	13,841	
2d quarter...	\$77,494	\$66,292	\$48,601	\$41,693	
July.....	\$25,401	\$19,292	\$14,875	\$14,385	
August.....	24,907	19,659	14,234	9,840	
September.....	23,818	22,659	15,348	9,927	
3d quarter...	\$74,216	\$61,610	\$44,457	\$34,152	

[Six figures omitted]					
	1918	1917	1916	1915	1914
October.....	\$27,976	\$25,503	\$20,101	\$11,642	
November.....	26,931	26,629	19,297	10,982	
December.....	26,332	27,075	20,236	12,540	
4th quarter...	\$81,139	\$79,207	\$59,634	\$35,146	
Grand total...	\$100,383	\$304,326	\$259,908	\$186,776	\$154,009

Another table shows the returns for New York City by months:

[Six figures omitted]					
	1918	1917	1916	1915	1914
January.....	\$14,719	\$15,127	\$12,327	\$7,288	\$9,372
February.....	12,359	12,794	11,106	6,482	7,287
March.....	13,840	14,229	12,548	7,566	7,849
1st quarter...	\$40,818	\$42,150	\$35,981	\$21,336	\$24,458
April.....	\$14,093	\$14,652	\$11,622	\$8,812	\$8,548
May.....	15,583	12,500	8,635	7,238	
June.....	16,099	12,553	8,025	7,844	
2d quarter...	\$45,775	\$39,735	\$28,272	\$23,630	
July.....	\$15,185	\$11,439	\$8,695	\$5,180	
August.....	14,679	11,767	8,537	4,581	
September.....	13,883	14,356	9,264	4,628	
3d quarter...	\$43,747	\$37,562	\$26,496	\$17,389	
October.....	\$15,723	\$15,711	\$12,739	\$5,009	
November.....	14,534	16,653	11,829	5,399	
December.....	14,614	16,936	12,331	6,529	
4th quarter...	\$44,871	\$49,300	\$36,899	\$17,537	
Grand total...	\$184,911	\$177,404	\$159,578	\$110,204	\$83,018

Following are the figures for the country outside of New York:

[Six figures omitted]					
	1918	1917	1916	1915	1914
January.....	\$11,555	\$10,297	\$7,673	\$6,138	\$6,725
February.....	9,776	8,569	7,064	5,369	5,529
March.....	12,001	10,353	8,059	6,210	6,300
1st quarter...	\$33,332	\$29,219	\$22,796	\$17,726	\$18,554
April.....	\$12,138	\$10,169	\$7,619	\$6,145	\$6,243
May.....	10,536	7,995	5,839	5,825	
June.....	10,444	7,967	6,048	6,000	
2d quarter...	\$33,149	\$25,581	\$19,482	\$18,132	\$18,068
July.....	\$10,305	\$7,863	\$6,188	\$6,204	
August.....	10,228	7,591	5,067	5,257	
September.....	9,924	8,315	6,086	5,301	
3d quarter...	\$30,467	\$23,767	\$17,971	\$16,762	
October.....	\$12,253	\$9,792	\$7,369	\$6,010	
November.....	12,097	9,976	7,466	5,583	
December.....	11,618	10,140	7,903	6,013	
4th quarter...	\$35,968	\$29,908	\$22,742	\$17,606	
Grand total...	\$145,470	\$126,903	\$100,388	\$76,571	\$70,990

Changes in clearings for January, February, March, and April, 1918, are shown in *Bradstreet's* by sections in the following table, where comparisons are made with the like periods in 1917:

	Inc. Jan. 1918	Inc. Feb. 1918	Inc. Mar. 1918	Inc. Apr. 1918	Four Mos. 1918
New England.....	9.0	4.1	11.0	17.8	10.7
Middle.....	1.7	4.0	2.8	1.7	2.5
Western.....	2.3	6.3	11.7	16.0	9.0
Northwestern.....	2.5	7.5	11.9	10.3	8.0
Southwestern.....	29.1	35.0	40.5	29.4	33.5
Southern.....	40.4	41.7	48.5	48.5	44.7
Far-western.....	18.1	22.8	16.5	22.8	20.1
Total United States.....	3.3	2.6	5.1	5.7	4.2
New York City.....	2.6	4.3	2.7	3.8	3.3
Outside New York.....	12.2	12.8	16.0	19.5	15.1
Canadian.....	9.6	6.1	2.1	1.8	4.7

*Decrease.

The writer notes that the Middle Division exhibits a drop of 1.7 per cent. from April, 1917, but the South, Southwest, and Far West show "remarkably heavy gains," viz., 48.5 per cent., 29.4 per cent., and 22.8 per cent., respectively; in fact, in a relative sense the South "probably is the most prosperous section of the country." The New England group discloses a rise of 17.8 per cent., the Western 16 per cent., and the Northwestern 10.3 per cent.

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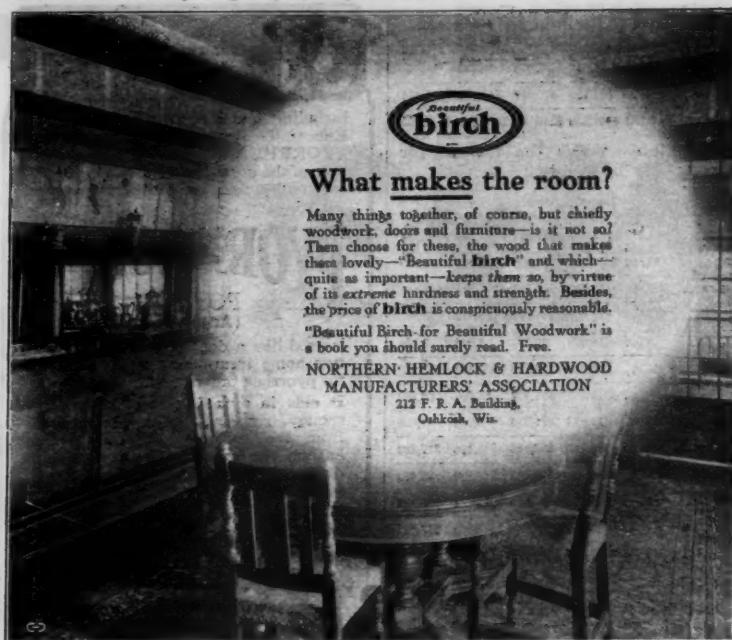
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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notes will be taken of anonymous communications.

"J. C. H." Springfield, Ohio.—"I have just noticed an article entitled 'Okel' W. W. by David Lawrence. It states that President Wilson uses the word 'okel' instead of the abbreviation usually used 'O. K.', saying that the former is correct. Is this so? What is the origin of O. K.?"

Mr. Lawrence's article does not contain anything new about O. K. It has long been known that the Amerind languages contain words analogous in sound with that of this abbreviation. More than thirty years ago, a writer in the "Magazine of American History" (vol. xiv, pp. 212-213; 1885) suggested that Andrew Jackson may have taken O. K. from the Choctaw *Oke* or *Hoke*—note the difference in spelling—and in 1894 the subject was again discussed, then in the "Century Magazine" (see xlviii, pp. 958-9).

Notwithstanding this, when making their book, the editors of the Century Dictionary (Drs. William D. Whitney, Benjamin E. Smith, Francis A. March, and Charles P. G. Scott) declared the "origin obscure." This information was retained in successive editions until recently, when some one revived the hypothesis of nearly fifty years ago by substituting for "origin obscure" "A humorous or ignorant spelling of what should be *okel*, <Choctaw (Chakta) *okel*, an 'article-pronoun,' a kind of adjunct, meaning 'It is so,' etc.," supporting it with a paraphrase from Cyrus Byington's "Grammar of the Choctaw Language," p. 55. This grammar, edited from the original manuscripts in the Library of the American Philosophical Society by Dr. Daniel G. Brinton, was published in 1870. In chapter ix, on page 55, occurs "*yak okel*: Thanks to you," not *yai okel* as given by the Century. On this same page there may also be found *Ok*, an interjection, defined as "Well! Now! I dare you!" supplemented by the statement that "as a definite and distinctive article-pronoun *Ok* is used in many combinations."

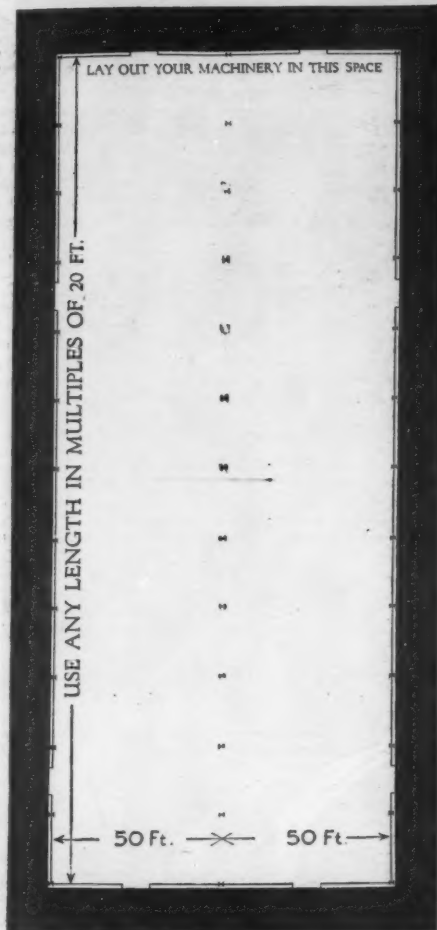
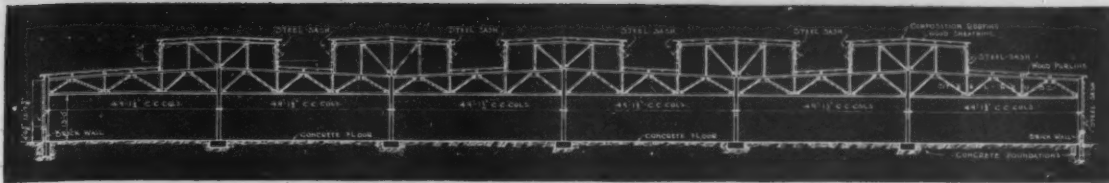
Article-pronouns are treated on page 20 of Byington's book under section 26. There, under subsection 22, one finds the following: "Predicative form: . . . 2 distinctive and final, *Okel*—it is so and in no other way." But nowadays O. K. is more frequently used as a substitute for "All right," "Correct," or "Approved."

In 1915 Messrs. Henry S. Halbert and John R. Swanton edited for the United States National Museum, Smithsonian Institution, Bureau of American Ethnology, a "Dictionary of the Choctaw Language." On page 158 this work records, "*hoke*, a final particle of assertion from *ho* and *ke*; an affirmative particle." Under *oke* the editors include a large number of terms that are connected with "water," and on page 295 they give "*oke*-(part.), it is," but nowhere in the vocabulary of this dictionary is the form *okel*, spelled with a final *h*, actually given.

In the English-Choctaw section of the book there are recorded (p. 483): (1) "it is—*oke*"; (2) "It is so—*omtha, omishke*"; (3) "so it is—*omikato*." The English expression "all right" may be rendered variously in Choctaw speech. *Ahha immi*, being one way of doing it. Messrs. Halbert and Swanton provide ten other words and phrases for all and five others for right. Among Amerind homophones for O. K. there are the following: *Ohke, Oka, Oke, Okel, Oquwa*, and *Hoke*, all with different meanings.

Concerning the origin of O. K. all we know is that the first literary record we have of its use concerns "Andrew Jackson, Esq.," and is taken from the archives of Sumner County, Tennessee, dated October 6, 1790; it is to be assumed that said Andrew Jackson who "proved a Bill of Sale from Hugh McGary to Gasper Mansker, for a negro man, which was O. K.," was familiar with this abbreviation; but have we any proof that Andrew Jackson was a Choctaw scholar, or that he ever came into contact with Indians of the Choctaw tribe?

O. K. may owe its origin to a misreading of an ill-penned O. R.—"Ordered, recorded"—a suggestion that originated with James Parton, who wrote a "Life of Andrew Jackson" which was



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this magazine.)

published in 1860 (see volume 1, p. 136). Some persons claim that it is related to Aux Cayes, Santo Domingo, from which the best rum and tobacco were said to come. Hence the best of anything was O. K., but this is mere supposition. The president of the United States by his recent adoption of *okeh* has added a new word to our speech.

"A. R. J." New York, N. Y.—"Is it correct to say: 'Two apples having been taken from a bag containing five, three are left over'?"

In such a sentence the word *over* is, strictly speaking, superfluous, but is very commonly used.

"H. L. S." New Orleans, La.—"Please give me the origin and the history of the *Monroe Doctrine*."

The *Monroe Doctrine* is "the principle of non-intervention of European Powers in American affairs, and the prohibition of their further territorial expansion on the American continent. It was enunciated by President Monroe in his message to Congress, December 2, 1823."

"R. J. D." Washington, D. C.—"Kindly advise me whether or not simplified spelling rules show the spelling of the word *occurred* as *occured*."

The simplified form of *occurred* is *occured*.

"L. D." Lansford, Pa.—"Is the word *neither* correctly used in the sentence, 'The town is not in this map *neither*'?"

No, the correct word to use is *either*.

"G. B. A." Birmingham, Ala.—"(1) Is the following correct: 'I know that neither of you is old in spirit or otherwise'?' (2) Also, let me know if the following is correct: 'I know that no one of you is old in spirit or otherwise.'"

(1) The word "neither" connotes "not the one

nor the other addressed." In both of the sentences submitted the persons addressed are considered singly or individually.

"W. D. S." Thompsonville, N. Y.—"Kindly explain what is done in case of a 'Contested Election.'"

The "New International Encyclopedia" says: "The validity and regularity of elections are not infrequently disputed, and such disputes present important questions for the courts or for special tribunals. Of the latter class, the most famous in the history of this country is the Presidential Electoral Commission of 1877, constituted of five Senators, five members of the House of Representatives, and five associate justices of the United States, which decided the contest between Tilden and Hayes. By the Federal Constitution each House of Congress is the final judge of the election of its members, and a similar provision relating to the State legislatures is found in most of the State constitutions."

"R. L. C." Perkins, Okla.—"Are the expressions, 'We went a horseback,' and 'We went a foot,' good English?"

"A-foot" is quite good English, but "a-horseback" is archaic.

"W. W. B." New York, N. Y.—"Kindly advise me whether in subjecting letters the word *re* is pronounced *rdy* or *re*."

Re, in law denoting an action, a matter, is pronounced *ri*—as in *police*.

"W. B. W." Asheville, N. C.—"Please give me the meaning of the word *sabotage*. I am unable to find it in any of the dictionaries."

The NEW STANDARD DICTIONARY defines the word *sabotage* as follows: "1. The act of cutting shoes or sockets for rails in railroad-ties. 2. By

extension, the act of tying up a railroad by malicious damage. 3. Hence, any poor work or other damage done by dissatisfied workmen; also, the act of producing it; plant-wrecking. (Derived from French *sabot* a wooden shoe.)"

"E. E. S." Lexington, Neb.—"What are the principal parts of *drink* and *ring*? Is 'I have drank' ever correct?"

The present participle of *drink* is *drinking*. The imperfect tense of *drink* is *drank*, and the past participle is *drunk*. "I have drank" is, therefore, incorrect. The present participle of *ring* is *ringing*. The imperfect tense of *ring* is *rang* (sometimes *rung*), and the past participle is *rung*.

"J. F. B." Columbus, Ohio.—"(1) Which is the better English: 'I set men at thinking,' or 'I set men to thinking?' (2) What is the origin and meaning of the word *shush*? I have heard it a few times, and saw it in print yesterday in *The Saturday Evening Post*."

(1) "I set men to thinking" is the better form.

(2) The LEXICOGRAPHER will be greatly obliged to "J. F. B." if he will supply the date of the issue of the periodical he refers to, together with the page on which he found the word *shush*. The only use of *shush* with which the LEXICOGRAPHER is familiar is common to northern England. In Northumberland it is used as a cry to start a hare or to notify hunters that a hare has been started. The word may perhaps have been used to call for quiet and as a synonym of "hush."

"D. S." St. Fort George, B. C., Can.—"Please give correct pronunciation of *Rothschild*, *Joffre*, and *Alsace*."

Rothschild—o as in *not*, th as in *thin*, ch as in *chin*, ai as in *aisle*; *soff*, s as in *asure*, o as in *go*; *ai-ses*—a as in *fat*, e as in *prey*.

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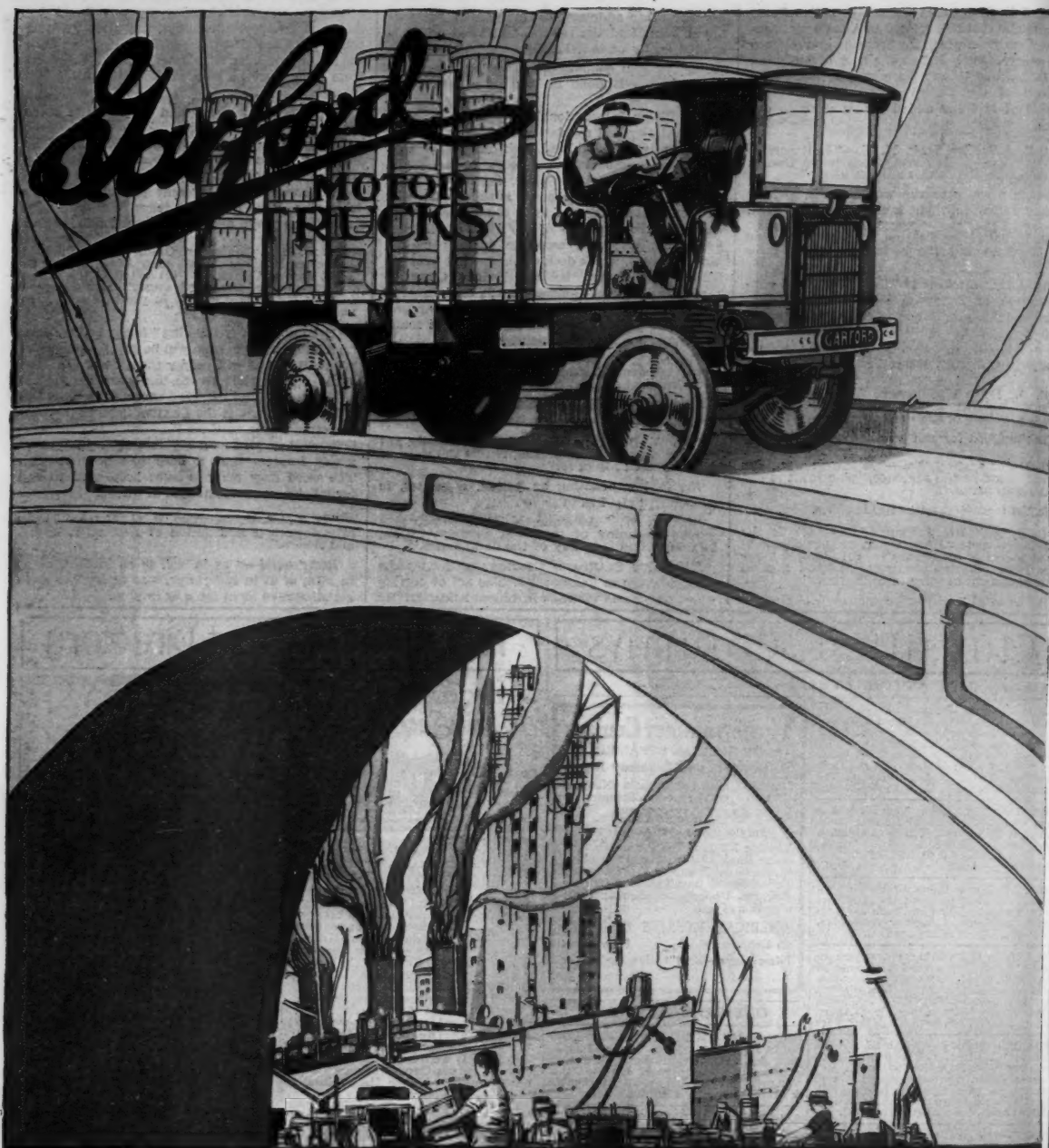
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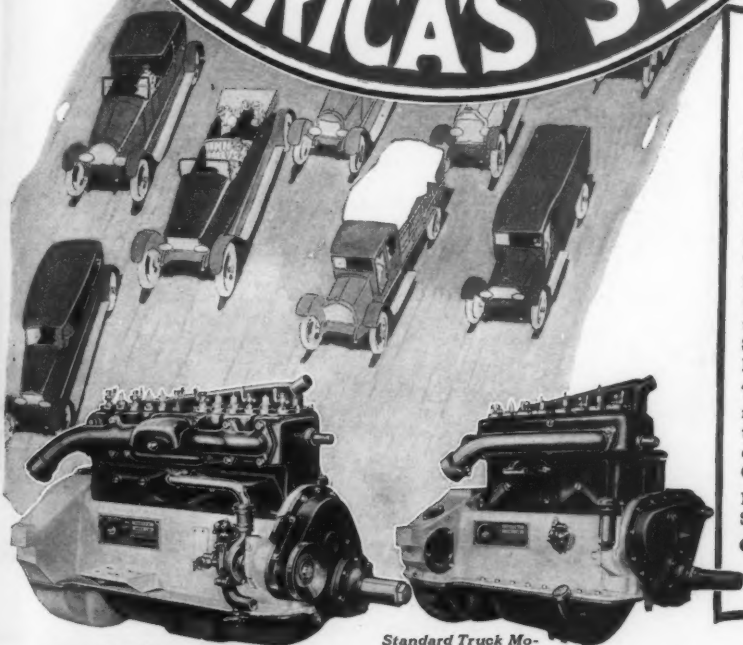
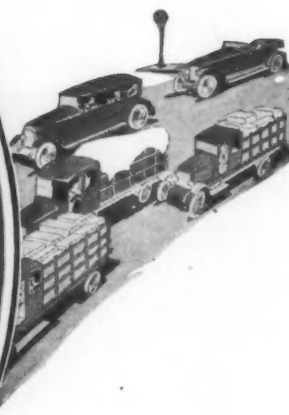
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